SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

2

TIME TABLE

FOR THE

RIO GRANDE DIVISION

To Take Effect Sunday, December 6th, 1925, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

L. U. MORRIS,
Superintendent

F. L. BURCKHALTER,
First Assistant General Manager

EASTWARD

BOWIE SUBDIVISION—NORTH LINE

Time Table No. 2

December 6, 1925

Capacity of Sidings in Car Lengths	SECOND CLASS										FIRST CLASS						Distance from San Francisco	STATIONS	
	94 Freight	92 Los Angeles Manifest Frt.	426 Freight	326 Freight	244 San Francisco Manifest Frt.	428 Local Freight	312 Freight	412 Freight	418 Local Freight	186 Local Freight	102 Sunset Limited	8 Passenger	2 Californian	110 Sunset Express	4 Golden State Limited	12 Golden State Express			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Thurs. only	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWFTPBKC	10.25PM	10.15PM	3.50PM	3.40PM	2.45PM		7.25AM	7.15AM	7.00AM	6.30AM	s 11.59PM	s 3.00PM	s 10.30AM	s 5.00AM	s 3.55AM	s 2.15AM	983.9	TO-R TUCSON	0.8
																	984.7	T. & N. R. R. JCT.	2.7
IP	10.40PM	10.30	**4.08**	3.55PM	3.00		7.40AM	7.33	7.18	6.45AM	12.08AM	3.10PM	f **10.40**	5.10AM	4.05AM	2.25	987.4	TO-R POLVO	3.3
71 P		10.40	4.15		3.20			7.40	7.33		12.13		f 10.46			2.30	990.7	WILMOT	3.1
71 P		10.50	**4.27**		**3.40**			7.50	7.45		12.17		f 10.52			2.35	993.8	RANKIN	4.8
72 PW		11.05	4.40		3.58			**8.02**	**8.02**		12.25		f 11.00			2.42	998.6	ESMOND	4.7
71 P		**11.28**	**4.56**		**4.13**			8.18	8.45		12.32		f 11.10			2.50	1003.3	TO VAIL	5.2
71 P		11.59PM	5.12		**4.33**			8.34	9.01		12.43		f 11.21			3.01	1008.5	IRENE	4.1
87 PW		12.15AM	5.40		5.05			**9.01**	**9.35**		12.51		f **11.32**			3.10	1012.6	PANTANO	3.5
72 P		12.42	5.52		5.16			9.13	9.48		12.57		f 11.39			3.16	1016.1	BUELL	3.6
72 P		**1.04**	6.03		5.30			9.24	10.00		**1.04**		f 11.47			3.23	1019.7	AMOLE	3.9
71 71 PY		1.34	6.19		5.50			9.40	10.20		1.11		f 11.56AM			3.31	1023.6	TO MESCAL	4.6
71 P		2.10	6.31		6.05			9.52	10.32		1.18		f 12.03PM			3.38	1028.2	CHAMISO	4.4
Yard WFYPBK		2.30	6.41		6.25			10.02	11.45		s 1.35		s 12.20			s 3.55	1032.6	TO BENSON	3.2
71 P		2.47	6.48		6.35			10.09	11.54AM		1.41		f **12.26**			4.01	1035.8	FENNER	2.7
71 P		3.00	7.02		6.50			10.23	12.09PM		1.47		f 12.33			4.07	1038.5	CURVO	2.5
83 WP		3.12	7.35		7.15			10.56	**12.41**		1.53		f **12.41**			**4.15**	1041.0	SIBYL	2.9
71 P		3.22	7.48		7.30			11.09	12.55		1.58		f 12.46			4.21	1043.9	TULLY	3.4
71 P		3.34	8.00		7.45			**11.18**	**1.07**		2.04		f 1**2.53**			4.27	1047.3	OCHOA	3.5
71 P		**3.54**	8.11		8.00			11.29	1.18		2.10		f 1.00			4.33	1050.8	LANCHA	3.1
74 73 PY		**4.20**	8.20		8.15			11.38	1.45		2.15		f 1.08			**4.38**	1053.9	TO DRAGOON	4.4
90 P		4.35	**8.34**		**8.34**			**11.53AM**	1.55		2.22		f 1.15			4.45	1058.3	MANZORO	5.6
75 P		**4.53**	8.44		9.10			12.05PM	**2.11**		2.29		s 1.25			**4.53**	1063.9	TO COCHISE	5.7
71 P		5.20	8.58		**9.24**			12.17	2.43		2.37		f 1.35			5.01	1069.6	HADO	5.1
75 PYW		5.40	**9.15**		9.45			12.30	3.45		**2.46**		s **1.52**			f 5.10	1074.7	TO WILLCOX	4.7
69 P		6.00	9.29		10.01			12.42	4.01		2.54		f 2.03			5.19	1079.4	DRURY	3.2
100 PY		6.15	9.43		10.23			12.56	4.18		**3.01**		f 2.10			5.24	1082.6	RASO	5.1
73 P		6.28	9.54		10.32			1.07	4.29		3.08		f 2.16			5.32	1087.7	ALRICH	3.3
70 P		6.45	10.06		10.50			**1.20**	4.46		3.13		f 2.21			5.37	1091.0	LUZENA	3.5
71 P		7.05	10.14		11.00			1.28	4.54		3.18		f 2.26			5.42	1094.5	CHOLLA	3.9
Yard WFYPBKC		**7.45**	10.50		11.40	10.00AM		2.05	5.10PM		s 3.30		s 2.50			s 6.00	1098.4	TO BOWIE	4.2
71 P		**8.00**	11.02		11.59PM	10.15		2.17			3.36		f 2.56			6.06	1102.6	HOLT	4.0
71 P		8.15	11.10		**12.26AM**	10.23		2.25			3.41		f 3.01			6.11	1106.6	OLGA	3.6
71 P		8.25	11.18		12.40	10.31		2.33			3.46		f 3.06			6.16	1110.2	KARRO	4.0
71 WFYPKC		**8.42**	11.27		12.52	11.00		2.42			3.51		s 3.13			f 6.23	1114.2	TO SAN SIMON	3.4
71 P		9.00	**11.53PM**		1.02	11.10		3.02			3.56		f 3.19			6.29	1117.6	BAWTRY	4.2
71 P		9.30	12.05AM		1.15	11.23		3.14			4.02		f 3.26			6.37	1121.8	VANAR	3.2
78 P		9.40	12.16		**1.46**	11.33AM		3.25			4.08		f 3.32			**6.44**	1125.0	CAVOT	3.9
75 70 PY		9.55	12.33		2.15	**12.01PM**		**3.43**			4.17		f **3.43**			6.55	1128.9	TO STEINS	3.8
71 P		10.15	12.46		2.28	12.43		3.56			4.22		f 3.48			7.00	1132.7	MONDEL	3.8
71 P		10.35	12.54		2.40	12.51		4.04			4.27		f 3.53			**7.05**	1136.5	CONRAD	4.3
71 P		10.50	1.03		2.52	1.01		4.13			4.33		f 4.00			7.11	1140.8	GARY	3.1
71 P		11.00	**1.16**		3.00	1.10		4.21			4.37		f 4.05			7.15	1143.9	PYRA	3.4
I																	1147.3	S. P. R. R. CROSSING	1.0
Yard WFYTPBKC		11.25AM	1.30AM		3.15AM	1.25PM		4.35PM			s 4.46AM		s 4.15PM			s 7.25AM	1148.3	TO-R LORDSBURG	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Thurs only	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)	
	(0.15) 14.00	(13.10) 12.49	(9.40) 17.00	(0.15) 14.00	(12.30) 13.12	(3.25) 14.16	(0.15) 14.00	(9.20) 17.61	(10.10) 11.08	(0.15) 14.00	(4.47) 34.37	(0.10) 21.00	(5.45) 28.59	(0.10) 21.00	(0.10) 21.00	(5.10) 31.82		Time Over District Average speed per hour	

D'ble track

Automatic Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas
102	Any Station	San Antonio

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.

Between telegraph office Polvo located at double crossover and Puzzle Switch opposite Yard Office Tucson trains will operate to the left.

Automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

BOWIE SUBDIVISION—NORTH LINE

WESTWARD

D'ble Track

Automatic Block Signals

Time Table No. 2 December 6, 1925	Distance from Lordsburg	FIRST CLASS						SECOND CLASS					
		3 Golden State Limited	**101** Sunset Limited	**1** Californian	**7** Passenger	**109** Sunset Express	**11** Golden State Express	**91** Los Angeles Manifest Frt.	**427** Local Freight	**417** Local Freight	**93** Manifest Freight	**185** Local Freight	**243** San Francisco Manifest Frt.
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
TO-R TUCSON 0.8	164.4	s 12.50AM	s 6.03AM	s 4.45PM	s 12.01PM	s 12.05AM	s 11.35PM	6.30PM		4.20PM	6.20PM	8.00PM	11.00AM
T. & N. R. R. JCT. 2.7													
TO-R POLVO 3.3	160.9	12.40AM	5.53	f 4.36	11.50AM	11.52PM	11.25PM	6.15		**4.08**	6.00PM	7.45PM	**10.40**
WILMOT 3.1	157.6		5.48	f 4.31		11.47		6.00		3.55			10.30
RANKIN 4.8	154.5		5.44	f **4.27**		11.42		5.45		**3.40**			10.24
ESMOND 4.7	149.7		5.36	f 4.20		11.35		5.30		3.10			10.15
TO VAIL 5.2	145.0		5.29	f **4.13**		f **11.28**		**4.56**		2.55			10.07
IRENE 4.1	139.8		5.19	f 4.03		11.18		**4.33**		2.19			9.45
PANTANO 3.5	135.7		5.12	f **3.55**		f 11.10		**3.55**		2.06			**9.35** **9.01**
BUELL 3.6	132.2		5.06	f 3.47		11.03		3.30		1.50			8.50
AMOLE 3.9	128.6		5.00	f 3.41		10.57		2.56		1.37			8.25
TO MESCAL 4.6	124.7		4.53	f 3.34		10.51		2.40		1.25			7.55
CHAMISO 4.4	120.1		4.45	f 3.25		10.43		2.10		1.05			7.30
TO BENSON 3.2	115.7		s 4.38	s 3.14		s 10.35		1.55		12.45			6.50
FENNER 2.7	112.5		4.26	f 2.59		10.22		1.45		**12.26**PM			6.15
CURVO 2.5	109.8		4.21	f 2.54		10.17		1.35		11.59AM			5.55
SIBYL 2.9	107.3		**4.15**	f 2.49		10.11		1.27		11.40			5.35
TULLY 3.4	104.4		4.07	f 2.44		10.07		1.16		11.28			5.20
OCHOA 3.5	101.0		4.01	f 2.39		10.01		**1.07** **12.48**		**11.18**			5.04
LANCHA 3.1	97.5		**3.54**	f 2.32		9.55		12.35		11.01			4.50
TO DRAGOON 4.4	94.4		3.48	f 2.27		f 9.50		12.25PM		10.50			**4.38** **4.20**
MANZORO 5.6	90.0		3.40	f 2.19		9.42		**11.53**AM		10.30			3.50
TO COCHISE 5.7	84.4		**3.32**	s **2.11**		f 9.33		11.40		10.15			**3.32**
HADO 5.1	78.7		3.23	f 2.01		**9.24**		11.20		9.45			3.10
TO WILLCOX 4.7	73.6		3.14	s **1.52**		f **9.15**		11.01		9.30			**2.46**
DRURY 3.2	68.9		3.06	f 1.40		9.06		10.30		8.55			2.15
RASO 5.1	65.7		**3.01**	f 1.35		9.01		10.15		8.45			2.00
ALRICH 3.3	60.6		2.49	f 1.26		8.53		10.00		8.24			1.40
LUZENA 3.5	57.3		2.44	f **1.20**		8.48		9.50		8.05			1.20
CHOLLA 3.9	53.8		2.39	f 1.14		8.43		9.40		7.55			1.00
TO BOWIE 4.2	49.9		s 2.33	s 1.07		s 8.37		9.20	10.00AM	**7.45**AM			12.50
HOLT 4.0	45.7		2.17	f 12.43		8.22		**8.00**	9.30				12.35
OLGA 3.6	41.7		2.12	f 12.38		8.17		7.46	9.05				**12.26**
KARRO 4.0	38.1		2.07	f 12.33		8.12		7.38	8.55				12.18
TO SAN SIMON 3.4	34.1		2.02	s 12.27		f 8.07		7.27	**8.42**				12.10AM
BAWTRY 4.2	30.7		1.57	f 12.20		8.01		7.13	8.30				**11.53**PM
VANAR 3.2	26.5		1.51	f 12.14		7.55		7.03	8.22				11.45
CAVOT 3.9	23.3		**1.46**	f 12.09		7.50		**6.44**	8.07				11.31
TO STEINS 3.8	19.4		1.38	f **12.01**PM		f 7.42		6.20	7.55				11.19
MONDEL 3.8	15.6		1.31	f 11.52AM		7.35		5.50	7.25				11.10
CONRAD 4.3	11.8		1.26	f 11.47		7.30		5.40	**7.05**				11.00
GARY 3.1	7.5		1.20	f 11.41		7.24		5.30	6.50				10.45
PYRA 3.4	4.4		**1.16**	f 11.37		7.20		5.12	6.40				10.35
S. P. R. R. CROSSING 1.0	1.0												
TO-R LORDSBURG	0.0		1.09AM	11.30AM		7.12PM		4.52AM	6.15AM				10.15PM
(164.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Tues., Thurs., Sat	Leave Daily	Leave Daily Ex, Sunday	Leave Daily
Time Over District Average speed per hour		(0.10) 21.00	(4.54) 33.55	(5.15) 31.31	(0.11) 19.09	(4.53) 33.61	(0.10) 21.00	(13.38) 12.03	(3.45) 13.30	(8,35) 13.34	(0.20) 10.50	(0.15) 14.00	(12.45) 12.86

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.

Between telegraph office Polvo located at double crossover and Puzzle Switch opposite Yard office Tucson trains will operate to the left.

Automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	El Paso
101	Any Station	San Antonio and Tucumcari
109	Any Station	Lordsburg

EASTWARD

LORDSBURG SUBDIVISION—NORTH LINE

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco			Time Table No. 2 December 6, 1925		Distance from Rio Grande	FIRST CLASS			SECOND CLASS		
	412	92	244	414	426	2	12	102							1	109	101	413	243	91
	Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight	Local Freight	Freight	Californian	Golden State Express	Sunset Limited							Californian	Sunset Express	Sunset Limited	Local Freight	San Francisco Manifest Freight	Los Angeles Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Sun. and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Daily	Arrive Daily
Yard WFYTPBKC	4.55PM	12.16PM	4.15AM	4.00AM	1.45AM	4.25PM	7.38AM	4.52AM	1148.3	Automatic Block Signals	TO-R	LORDSBURG		144.6	s 11.18AM	s 7.04PM	s 1.01AM	5.45PM	9.45PM	3.55AM
75 P	5.07	12.50	**4.59**	4.15	1.58	f 4.34	7.45	**4.59**	1153.0			ULMORIS	4.7	139.9	f 11.08	6.54	12.51	5.33	9.22	3.40
71 P	**5.20**	1.10	5.40	4.27	2.11	f 4.44	7.53	5.07	1159.0			LISBON	6.0	133.9	f 11.00	6.46	12.43	**5.20**	8.50	3.20
76 P	5.44	1.30	6.00	4.39	2.36	f **4.52**	8.02	5.14	1164.4			HAWKINS	5.4	128.5	f 10.53	6.39	12.36	**4.52**	7.51	3.09
71 WP	6.04	1.50	6.20	4.50	**2.56**	f 5.00	8.09	5.19	1168.0		TO	SEPAR	3.6	124.9	f 10.48	f 6.33	12.31	4.20	7.35	**2.56**
76 P	**6.24**	2.05	6.40	5.03	3.07	f 5.09	8.17	5.27	1173.8			LADIM	5.8	119.1	f 10.40	**6.24**	12.23	4.00	7.10	2.30
75 P	6.34	2.20	6.55	5.16	3.17	f 5.18	8.25	5.34	1179.6			WILNA	5.8	113.3	f 10.33	6.17	12.16	3.40	6.55	2.10
76 P	**6.41**	2.30	7.10	5.26	3.24	f 5.24	8.30	5.39	1183.5			QUINCY	3.9	109.4	f 10.27	6.12	12.11	3.20	**6.41**	1.55
75 WP	6.50	**2.55**	7.30	**5.46**	3.33	f 5.32	8.37	**5.46**	1188.5		TO	GAGE	5.0	104.4	f 10.20	f 6.06	12.04AM	**2.55**	6.25	1.35
100 P	6.58	3.50	7.46	6.10	3.41	f 5.40	8.43	5.52	1193.2			MONGOLA	4.7	99.7	f 10.11	5.58	11.57PM	2.35	6.10	1.15
71 P	7.09	4.15	8.10	6.25	3.52	f **5.50**	8.51	6.00	1199.6			TUNIS	6.4	93.3	f 10.02	**5.50**	11.49	2.05	**5.50**	12.50
71 P	7.16	4.30	8.22	6.35	3.59	f 5.55	8.56	6.05	1203.3			PARMA	3.7	89.6	f 9.56	5.45	11.44	1.45	5.15	12.40
75	7.21	4.35	8.27	6.40	4.04	5.59	9.00	6.09	1206.1	Auto. Block Signals		CAMP CODY	2.8	86.8	9.52	5.41	11.40	1.37	5.05	12.26AM
I									1206.7			S. P. R. R. CROSSING	0.6	86.2						
									1207.0			JC. SW. HERMANAS LINE	0.3	85.9						
Yard PWYBKC	7.37	**4.55**	9.03	7.45	4.22	s 6.20	s 9.15	s 6.20	1208.0		TO	DEMING	1.0	84.9	s 9.47	s 5.36	s **11.35**	1.30PM	**4.55**	**11.35PM**
71 P	7.47	**5.16**	**9.28**	8.00	4.32	f 6.28	**9.28**	6.28	1212.5			LUXOR	4.5	80.4	f **9.28**	**5.16**	11.20	11.20AM	3.50	9.43
71 P	7.58	5.40	9.55	8.13	4.43	f 6.37	9.40	6.37	1218.9			CARNE	6.4	74.0	f 9.17	5.08	11.12	11.00	3.30	9.20
14						f			1222.0			MIESSE (Spur)	3.1	70.9	f					
71 P	8.10	6.01	**10.40**	8.28	4.55	f 6.47	9.49	6.46	1225.7			MYNDUS	3.7	67.2	f 9.08	4.59	11.03	**10.40**	3.15	8.45
71 WP	**8.17**	6.15	11.00	8.38	5.02	f 6.53	9.54	6.52	1229.6			AKELA	3.9	63.3	f 9.02	4.54	10.58	10.25	2.45	**8.17**
71 P	8.25	6.35	11.20	**8.55**	5.10	f 7.02	**10.00**	7.00	1233.9		TO	CAMBRAY	4.3	59.0	f **8.55**	f 4.48	10.52	**10.00**	2.36	8.02
71 P	8.33	6.59	11.32	9.20	5.18	f 7.09	10.06	7.06	1238.4			DONA	4.5	54.5	f 8.46	4.41	10.46	9.39	2.18	7.40
72 P	8.41	**7.16**	11.44AM	9.33	5.26	f **7.16**	10.12	7.12	1243.0			CHAPPEL	4.6	49.9	f 8.40	4.35	10.40	9.31	2.10	**7.16**
81 P	8.57	7.35	12.01PM	9.46	5.43	f 7.25	10.18	7.19	1247.4			ADEN	4.4	45.5	f 8.33	4.29	10.34	9.23	2.00	6.45
76 P	9.05	7.50	12.25	9.56	5.51	f 7.31	10.23	7.25	1251.3			PRONTO	3.9	41.6	f 8.27	4.23	10.28	9.15	1.38	6.25
71 P	9.11	8.01	12.40	10.06	5.57	f 7.36	10.27	7.30	1254.6			KENZIN	3.3	38.3	f 8.22	4.19	10.24	9.02	1.26	6.10
75 WFP	9.25	8.15	**1.00**	**10.34**	6.12	f 7.45	**10.34**	7.37	1259.4		TO	AFTON	4.8	33.5	f 8.15	f 4.12	10.18	8.52	**1.00**	6.00
71 P	9.34	8.55	1.20	10.51	6.21	f 7.52	10.41	7.45	1264.7			RUTTER	5.3	28.2	f 8.02	4.02	10.11	8.41	12.40	5.45
71 P	9.43	9.30	1.35	11.00	6.30	f 8.00	10.48	**7.53**	1269.5			LANARK	4.8	23.4	f **7.53**	3.56	10.05	8.31	12.20PM	5.30
75 P	**9.58**	**9.58**	1.55	11.10	6.39	f 8.08	10.55	8.01	1274.5			VEVAY	5.0	18.4	f 7.42	3.49	**9.58**	8.20	11.53AM	5.20
78 72 YPW	10.13	10.29	**2.30**	**11.30**	6.54	f 8.16	11.03	**8.08**	1279.7	Auto. Block Signals	TO	STRAUSS	5.2	13.2	f 7.35	f 3.42	9.51	**8.08**	**11.30**	4.40
76 P	10.24	11.00	3.00	11.50AM	7.05	f 8.25	**11.12**	8.17	1285.2			LIZARD	5.5	7.7	f 7.25	3.32	9.42	7.40	**11.12**	4.20
71 P	10.33	11.23	**3.25**	12.16PM	**7.19**	f 8.32	11.20	8.24	1289.4			ANAPRA	4.2	3.5	f **7.19**	**3.25**	9.34	**7.19**	10.35	4.05
									1291.9			BRICKLAND (Spur)	2.5	1.0						
	10.40PM	11.36PM	3.35PM	2.35PM	7.30AM	8.38PM	11.26AM	8.32AM	1292.9			RIO GRANDE	1.0	0.0	7.13AM	3.18PM	9.28PM	7.05AM	10.25AM	3.45PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(144.6)			Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Daily	Leave Daily
	(5.45) 25.14	(11.20) 12.75	(11 20) 12.75	(10.35) 13.66	(5.45) 25.14	(4.13) 34.39	(3.48) 38.05	(3.40) 39.55				Time Over District Average speed per hour			(4.05) 35.41	(3.46) 38.38	(3.33) 40.73	(10.40) 13.55	(11.20) 12.75	(12.10) 11.88

The figures at El Paso given below are for information only. Trains between Rio Grande and El Paso will be governed by time table of G. H. & S. A. Ry., El Paso Division.

	11.05PM	12.01AM	4.00PM	3.05PM	7.55AM	8.55PM	11.40AM	8.45AM	1295.9			EL PASO			7.00AM	3.05PM	9.15PM	6.30AM	10.00AM	3.15PM

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph Rule S-90 schedule time and train orders for eastward firstclass trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distance signal, Deming interlocking plant, three hundred and sixtythree feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employees are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas
102	Any Station	San Antonio

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	El Paso
101	Any Station	San Antonio and Tucumcari
109	Any Station	El Paso

EASTWARD — DOUGLAS SUBDIVISION—SOUTH LINE — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 2 December 6, 1925			Distance from El Paso	FIRST CLASS			SECOND CLASS		
	94 Manifest Freight	164 Mixed	326 Freight	312 Freight	186 Local Freight	8 Passenger	110 Sunset Express	4 Golden State Limited						7 Passenger	11 Golden State Express	3 Golden State Limited	93 Manifest Freight	185 Local Freight	163 Mixed
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
P	10.40PM		3.55PM	7.40AM	6.45AM	3.10PM	5.10AM	4.05AM	987.4	TO-R	POLVO	2.8	336.4	11.50AM	11.25PM	12.40AM	6.00PM	**7.45PM**	
P	10.50		4.10	7.50	7.00	f 3.15	5.16	4.11	990.2		SOUTH YARD JCT.	3.5	333.9	f 11.42	11.17	12.32	5.40	7.35	
79 P	**11.09**		4.25	8.10	7.20	f 3.21	5.23	4.17	993.7		CRUZ	4.1	330.4	f 11.34	**11.09**	12.24	5.25	7.20	
79 WP	11.35PM		**4.50**	8.35	7.35	f 3.28	5.31	4.24	997.8		RITA	5.9	326.3	f 11.27	11.03	12.17	**4.50**	7.10	
79 P	**12.09AM**		5.15	9.01	8.00	f 3.38	5.41	4.33	1003.7		VAIL	3.7	320.4	f 11.19	10.55	**12.09**	4.35	6.55	
79 P	12.29		5.30	9.15	8.15	f 3.44	5.48	4.39	1007.4		EMPIRE	5.5	316.7	f 11.13	10.49	12.03AM	4.20	6.47	
69 WPC	1.10		6.01	9.45	8.30	f **3.54**	5.58	4.48	1012.9		MARSH	4.8	311.2	f 11.05	10.41	11.55PM	**3.54**	6.35	
79 P	1.30		**6.25**	10.03	8.50	f 4.02	6.07	4.56	1017.7		CATALINA	4.4	306.4	f 10.58	10.34	11.48	3.25	**6.25**	
P						f 4.09			1022.1	TO	MESCAL (No Siding)	2.4	302.0	f 10.52					
78 P	2.00		6.50	10.26	9.15	f 4.13	6.17	5.05	1024.5		MIRAMONTE	4.1	299.6	f 10.47	10.24	11.39	2.45	5.45	
79 WP	2.30		6.59	**10.40**	9.30	f 4.19	6.25	5.11	1028.6		WHETSTONE	6.9	295.5	f **10.40**	10.18	11.34	2.30	5.35	
87 P	2.55		7.15	11.00	9.45	f 4.29	6.35	5.20	1035.5		SAN JUAN	7.6	288.6	f 10.30	10.08	11.25	2.00	5.20	
80 P	3.20		7.30	11.15	**10.20**	f **4.41**	6.46	5.30	1043.1		BOQUILLAS	3.3	281.0	f **10.20**	9.57	11.15	1.30	**4.41**	
P	3.50	s 4.06PM	7.37	11.22	10.32	4.48	6.53	5.36	1046.4		BENSON JCT.	1.4	277.7	f 10.10	9.52	11.10	1.15	4.27	s 1.35PM
									1047.8		S. P. R. R. CROSSING	0.4	276.3						
79 WYKPF	4.15	s 4.11PM	7.50	**11.35**	**11.35AM**	s 5.00	f 7.05	f 5.46	1048.2	TO	FAIRBANK	6.5	275.9	s 10.05	f 9.45	f 11.06	1.00	4.16	s 1.30PM
34 34 P	4.35		8.05	11.50AM	**12.20PM**	f 5.10	7.15	5.56	1054.7		CHARLESTON	4.1	269.4	f 9.45	9.35	10.56	**12.20**	3.45	
70 WYP	4.50		8.15	**12.01PM**	12.35	s 5.18	f 7.25	6.04	1058.8	TO	LEWIS SPRINGS	6.1	265.3	s 9.38	9.28	10.49	**12.01PM**	3.30	
79 P	5.05		8.28	12.14	12.50	f 5.26	7.35	6.12	1064.9		SAN PEDRO	4.1	259.2	f 9.25	9.19	10.41	11.50AM	3.00	
80 WP	5.25		8.42	12.30	1.05	s 5.33	f 7.43	6.19	1069.0	TO	HEREFORD	6.1	255.1	s 9.18	9.13	10.36	11.40	2.50	
36 P	5.50		**9.04**	12.50	1.30	f 5.42	7.53	6.28	1075.1		STARK	5.8	249.0	f 9.06	**9.04**	10.28	11.25	2.20	
70 70 P	6.20		9.35	1.10	**2.00**	s 5.53	f 8.03	6.37	1080.9		NACO	4.1	243.2	s 8.57	f 8.56	10.20	11.10	**2.00**	
Yard WYPC	**6.52**		9.45	**1.30**	3.00	s 6.08	s 8.20	s **6.52**	1085.0	TO-R	BISBEE JUNCTION	4.7	239.1	s 8.48	s 8.50	s 10.14	11.00	**1.30**	
83 P	7.10		**10.02**	1.40	3.15	f 6.18	**8.30**	7.01	1089.7		CROOK	3.8	234.4	f **8.30**	8.35	**10.02**	10.05	12.01PM	
5	7.20		10.13	1.48	3.25	f 6.25	8.37	7.07	1093.5		SILICA (Spur)	3.4	230.6	f 8.15	8.27	9.54	9.40	11.40AM	
81 WP	7.30		10.20	1.55	3.35	f 6.32	**8.45**	7.13	1096.9		FORREST	7.4	227.2	f 8.08	8.20	9.48	**8.45**	11.15	
76 P	**7.56**		10.35	2.10	3.50	f 6.42	8.55	7.25	1104.3		CALUMET	2.7	219.8	f **7.56**	8.10	9.35	8.20	10.45	
Yard WFYTBKPC	**8.10AM**		10.45PM	2.20PM	4.00PM	s 6.50PM	s 9.00AM	s 7.30AM	1107.0	TO-R	DOUGLAS		217.1	s 7.50AM	s 8.05PM	s 9.30PM	**8.10AM**	10.35AM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			119.3			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(9.30) 12.55	(6.50) 17.45	(0.05) 21.60	(6.40) 17.89	(9.15) 12.89	(3.40) 32.53	(3.50) 31.12	(3.25) 34.91			..........Time Over District.......... ....Average speed per hour..........			(4.00) 29.82	(3.20) 35.79	(3.10) 37.67	(9.50) 12.13	(9.10) 13.00	(0.05) 21.60

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction. **Schedule time and train orders apply at passenger station Douglas.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers To or Beyond		From or Beyond
3	Any Station	Discharge		Hutchinson
3	Any Station	Receive	Yuma	
11	Any Station	Receive	Yuma	
11	Any Station	Discharge		Hutchinson
4	Any Station	Receive		Hutchinson

HACHITA SUBDIVISION—SOUTH LINE

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	326 Freight	312 Freight	126 Local Freight	94 Manifest Freight	8 Mixed	110 Sunset Express	4 Golden State Limited	Distance from San Francisco			Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	7 Mixed	11 Golden State Express	3 Golden State Limited	125 Local Freight	93 Manifest Freight
	SECOND CLASS				FIRST CLASS								FIRST CLASS			SECOND CLASS	
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs , Sat.	Arrive Daily
WFYTBKPC Yard	11.00PM	**2.35**PM	9.40AM	9.30AM	s **7.55**PM	s 9.10AM	s 7.40AM	1107.0	Automatic Block Signals	TO-R	DOUGLAS	217.1	s 6.50AM	s **7.55**PM	s 9.20PM	**2.35**PM	7.00AM
74 P	11.30	3.05	10.00	9.50	f 8.30	f 9.20	7.52	1111.8			4.8 ACACIA	212.3	f 6.32	7.45	9.10	2.10	6.40
45 P	11.55PM	3.30	10.25	10.15	f **9.04**	f 9.29	8.00	1115.7			3.9 LEE	208.4	f **6.23**	7.39	**9.04**	2.00	**6.23**
12					f	f		1120.2			4.5 COLLEGE PEAK (Spur)	203.9					
78 WP	12.25AM	3.59	11.00	10.50	f 9.39	f 9.41	8.11	1121.1			0.9 CAZADOR	203.0	f 6.07	7.30	8.56	1.45	5.50
59 P	12.45	4.20	11.30	11.20	f 9.58	f 9.56	8.26	1130.6			9.5 BERNARDINO	193.5	f 5.37	f 7.14	8.40	12.55	5.15
49 P	12.59	4.35	11.50AM	11.40AM	f 10.16	f 10.08	8.36	1137.7			7.1 CHIRICAHUA	186.4	f 5.22	f 7.03	8.30	12.40	4.50
48 WP	1.20	4.55	12.20PM	**12.10**PM	f 10.36	f 10.21	8.49	1147.1			9.4 APACHE	177.0	f 5.05	f 6.45	8.14	**12.10**PM	3.55
80 P	1.30	5.05	12.35	12.25	f 10.48	f 10.30	8.57	1152.7			5.6 MORA	171.4	f 4.50	6.35	8.05	11.05AM	3.25
58 WPC	1.50	5.25	1.25	1.10	s 11.11	s **10.48**	9.10	1158.7		TO	6.0 RODEO	165.4	s 4.37	s 6.25	7.55	**10.48**	3.00
79 P	**2.04**	5.37	1.45	1.30	f 11.23	f 10.56	9.18	1163.9			5.2 APAN	160.2	f 4.13	6.13	7.45	9.45	**2.04**
48 P	2.30	**6.03**	2.10	2.00	f 11.38	f 11.07	**9.28**	1170.5			6.6 PRATT	153.6	f 4.00	**6.03**	7.35	**9.28**	1.48
76 P	2.40	6.15	2.40	2.15	f 11.50PM	f 11.15	9.35	1175.9		TO	5.4 ANIMAS	148.2	f 3.47	f 5.55	7.27	9.05	1.35
79 WP	2.50	6.25	3.10	2.35	f 12.04AM	f 11.23	9.42	1181.4			5.5 ANTELOPE	142.7	f 3.34	5.45	7.19	8.35	1.20
59 P	**3.13**	6.40	3.30	2.50	f 12.17	f 11.33	9.52	1187.8			6.4 PLAYAS	136.3	f **3.13**	5.35	7.09	8.00	12.59
79 P	3.23	**7.01**	3.42	3.05	f **12.32**	11.41	10.00	1193.4			5.6 GRADE	130.7	f 3.01	5.27	**7.01**	7.45	**12.32**
84 P	3.36	7.20	4.00	3.25	f 12.45	f 11.48	10.07	1198.1			4.7 VISTA	126.0	f 2.51	5.20	6.54	7.30	12.01AM
37 P	3.45	7.30	4.15	3.35	f 12.55	f 11.55AM	10.14	1202.9			4.8 MINERO	121.2	f 2.37	5.12	6.45	7.10	11.35PM
WFYBKPC Yard	3.55AM	7.40PM	4.30PM	3.50PM	s 1.05AM	s 12.01PM	s 10.20AM	1206.3		TO-R	3.4 HACHITA	117.8	s 2.25AM	s 5.05PM	s 6.40PM	7.00AM	11.25PM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(99.3)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily
	(4.55)	(5.05)	(6.50)	(6.20)	(5.10)	(2.51)	(2.40)				Time Over District		(4.25)	(2.50)	(2.40)	(7.35)	(7.35)
	20.19	19.53	14.53	15.67	19.21	34.79	37.23				Average speed per hour		22.48	35.04	37.23	13.09	13.09

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger stations Douglas and Hachita.

Additional Stations: { Silver Creek 199.9
{ Pot Hook 129.2

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers To (or Beyond)	Passengers From (or Beyond)
3	Any Station	Discharge		Hutchinson
3	Any Station	Receive	Yuma	
7	Pot Hook	Receive or Discharge	Any Station	Any Station
8	Pot Hook	Receive or Discharge	Any Station	Any Station
7	Silver Creek	Receive or Discharge	Any Station	Any Station
8	Silver Creek	Receive or Discharge	Any Station	Any Station

DOUGLAS SUBDIVISION

BISBEE BRANCH

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	70 Mixed	68 Mixed	66 Mixed	64 Mixed	60 Mixed	Distance from San Francisco			Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	61 Mixed	65 Mixed	67 Mixed	69 Mixed	71 Mixed
	FIRST CLASS										FIRST CLASS				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
224 WYPBKC	s 10.15PM	s 9.00PM	s 6.10PM	s 8.50AM	s 6.55AM	1085.0		TO-R	BISBEE JUNCT.	239.1	f 6.30AM	s 8.10AM	s 6.00PM	s 8.40PM	s 10.00PM
R	f 10.25	f 9.10	f 6.18	f 9.00	f 7.05	1088.3			3.2 CORTA	242.3	f 6.20	f 8.00	f 5.52	f 8.30	f 9.50
225 YWP	See Warren Line	See Warren Line	s 6.25	See Warren Line	See Warren Line	1089.8	Auto. Block Signals		1.5 DON LUIS	243.8	See Warren Line	See Warren Line	s 5.47	See Warren Line	See Warren Line
51 W			6.28			1090.8			1.0 GALENA	244.8			5.42		
39 WPC	s 10.35	s 9.20	s 6.35	s 9.10	s 7.15	1091.7		R	0.9 LOWELL	245.7	s 6.10	s 7.50	s 5.35	s 8.20	s 9.40
42 KPB	s 10.40PM	s 9.25PM	s 6.40PM	s 9.15AM	s 7.20AM	1092.9		TO-R	1.2 BISBEE	246.9	s 6.05AM	s 7.45AM	s 5.30PM	s 8.15PM	s 9.35PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(7.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.25)	(0.25)	(0.30)	(0.25)	(0.25)				Time Over District		(0.25)	(0.25)	(0.30)	(0.25)	(0.25)
	18.72	18.72	15.60	18.72	18.72				Average speed per hour		18.72	18.72	15.60	18.72	18.72

East leg of wye at Bisbee Junction is main track of Bisbee line.

Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.

Westward trains are superior to trains of the same class in the opposite direction.

Except: No. 60 is superior to No. 65 and No. 68 is superior to No. 71.

No's. 67, 68, 69, 70 and 71 register at Corta.

EL PASO SUBDIVISION—SOUTH LINE

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco		Time Table No. 2 December 6, 1925	Distance from El Paso	FIRST CLASS				SECOND CLASS		
	312 Freight	94 Manifest Freight	124 Local Freight	180 Mixed	326 Freight	2 Californian	110 Sunset Express	12 Golden State Express	4 Golden State Limited	8 Mixed					1 Californian	11 Golden State Express	3 Golden State Limited	7 Mixed	123 Local Freight	93 Manifest Freight	179 Mixed
	Leave Daily	Leave Daily	Leave Tue., Thurs., Sat.	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Wednesday Only
WFYBKPC Yard	7.55PM	5.05PM	7.00AM	s 6.45AM	4.10AM		s 12.10PM		s 10.25AM	s **1.45**AM	1206.3	TO-R	HACHITA 6.3	117.8		s 5.00PM	s 6.35PM	s **1.45**AM	4.30PM	10.45PM	s 6.20PM
61 P	8.20	5.30	7.25	f 7.15	4.35		f 12.23		10.37	f 2.15	1212.6		CONTINENTAL 5.5	111.5		4.50	6.26	f 1.23	4.10	10.20	f 5.55
79 P	8.32	**5.42**	7.50	f 7.30	4.47		f 12.32		10.45	f 2.28	1218.1		VICTORIO 7.5	106.0		4.42	6.17	f 1.11	3.50	10.00	f **5.42**
75 P	8.45	**6.07**	8.10	7.45	5.00		f 12.43		10.55	f 2.43	1225.6		SAVOYA 5.3	98.5		4.32	**6.07**	f 12.55	3.25	9.35	5.20
37-78 WYP	**8.55**	6.20	8.45	s 8.00AM	5.10		f 12.51		11.03	f 2.58	1230.9		HERMANAS 5.1	93.2		4.22	5.57	f 12.40	2.55	**8.55**	s 5.00PM
80 P	9.05	6.35	9.00		5.20		f 12.59		11.11	f 3.10	1236.0		FORD 6.9	88.1		4.14	5.50	f 12.15	2.20	8.45	
58 P	9.30	7.00	9.20		5.35		f 1.09		11.20	f 3.25	1242.9		MIMBRES 7.4	81.2		4.04	5.40	f 12.01AM	2.00	8.30	
84 WPC	9.45	7.30	10.20		6.01		s **1.25**		f 11.35	s 3.55	1250.3	TO	COLUMBUS 6.5	73.8		s 3.50	5.25	s 11.40PM	**1.25**	8.05	
80 P	9.59	**7.45**	10.40		6.15		f 1.35		11.44	f 4.10	1256.8		MIRIAM 6.8	67.3		3.32	5.12	f 11.04	12.35	**7.45**	
79 P	10.15	8.05	11.00		6.30		f 1.45		11.54AM	f 4.25	1263.6		ARENA 5.3	60.5		3.22	5.02	f 10.50	12.15	7.10	
79 P	**10.39**	8.20	11.15		6.45		1.52		**12.01**PM	f 4.36	1268.9		ALTAIR 5.6	55.2		3.15	4.54	**10.39**	**12.01**PM	6.58	
77 P	10.55	8.40	11.30AM		7.00		f 2.00		12.09	f 4.50	1274.5		MALPAIS 4.0	49.6		3.07	4.46	f 10.28	11.40AM	6.45	
80 P	11.05	8.50	**12.15**PM		7.11		f 2.06		**12.15**	f 5.05	1278.5		MONUMENT 7.1	45.6		3.01	4.40	f 10.19	11.20	6.35	
80 WP	11.20	9.10	12.45		7.24		f 2.16		12.25	f 5.25	1285.6		MT. RILEY 5.6	38.5		2.51	4.30	f 10.05	10.55	6.20	
80 P	11.32	**9.50**	1.15		7.34		f 2.24		12.32	f 5.45	1291.2		POTRILLO 7.8	32.9		2.44	4.22	f **9.50**	10.35	6.05	
79 WP	11.50PM	10.10	1.45		7.48		f **2.34**		12.42	f 6.10	1299.0		NORIA 9.9	25.1		**2.34**	4.10	f 9.35	10.10	5.30	
59 P	12.08AM	10.45	**2.22**		8.05		f 2.47		12.55	f 6.35	1308.9	Automatic Block Signals	MASTODON 8.2	15.2		**2.22**	3.55	f 9.15	9.38	4.40	
44 P	12.25	11.20	2 40		8.22		f 3.00		1.07	f 7.00	1317.1		PELEA 2.0	7.0		2.10	3.43	f 8.50	9.20	4.05	
16 P	12.30	11.25PM	2.45		8.27		3.05		1.11	f 7.10	1319.1		BOWEN 1.0	5.0		2.05	3.38	f 8.40	9.10	3.55	
2											1320.1		BRICK (Spur) 2.8	4.0							
I												Double Track	TOWER 6 0.4	1.2							
BK						s 8.55PM 9.15	s **3.25**PM	s 11.40AM 11.55AM	s **1.25** **1.40**	s 7.45	1295.9	TO-R	EL PASO Union Passenger Depot 0.1	0.8	s 7.00AM 6.30	s **1.50** **1.30**	s **3.25** **2.50**	s 8.15			
I													TOWER 66 1.2	0.7							
WFYTBKPC Yard	12.55AM	12.01AM	3.15PM		**8.45**AM	9.25PM		12.03PM	1.50PM	7.55AM	1297.2	TO-R	EL PASO Pacific Lines Freight Yard	– 0.5	6.20AM	1.20PM	2.40PM	8.00PM	**8.45**AM	3.30PM	
	Arrive Daily	Arrive Daily	Arrive Tue., Thurs., Sat.	Arrive Wednesday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(118.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Wednesday Only
	(5.00) 23.66	(6.56) 17.06	(8.15) 14.33	(1.15) 19.68	(4.35) 25.81	(0.10) 7.80	(3.15) 36.00	(0.80) 9.75	(3.00) 39.00	(6.10) 19.18			Time Over District Average speed per hour		(0.10) 7.80	(3.10) 36.95	(3.10) 36.95	(5.45) 20.57	(7.45) 15.26	(7.15) 16.31	(1.20) 18.45

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger station Hachita.

See G. H. & S. A. Ry. Time Table movement No. 110 between Union Passenger Depot and Octavia street and Nos. 1, 2 and 12 between Union Passenger Depot and Rio Grande.

Within the limits of El Paso Union Passenger Depot Company's yard employees are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11-3	Any Station	Discharge		Hutchinson
11-3	Any Station	Receive	Yuma	

DOUGLAS SUBDIVISION

BISBEE BRANCH LOWELL CUT OFF

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS				Distance from San Francisco		Time Table No. 2 December 6, 1925	Distance from El Paso	FIRST CLASS			
	70 Mixed	68 Mixed	64 Mixed	60 Mixed					61 Mixed	65 Mixed	69 Mixed	71 Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	f 10.25PM	f 9.10PM	f 9.00AM	f 7.05AM	1088.3		CORTA 1.3	242.3	f 6.20AM	f 8.00AM	f 8.30PM	f 9.50PM
6	f 10.30	f 9.15	f 9.05	f 7.10	1089.6		WARREN (Spur) 1.5	243.6	f 6.15	f 7.55	f 8.25	f 9.45
39 PWC	s 10.35PM	s 9.20PM	s 9.10AM	s 7.15AM	1091.7	R	LOWELL	245.7	s 6.10AM	s 7.50AM	s 8.20PM	s 9.40PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(2.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.10) 16.80	(0.10) 16.80	(0.10) 16.80	(0 10) 16.80			Time Over District Average speed per hour		(0.10) 16.80	(0.10) 16.80	(0.10) 16.80	(0.10) 16.80

Westward trains are superior to trains of the same class in the opposite direction.

Except: No. 60 is superior to No. 65, and No. 68 is superior to No. 71.

DOUGLAS SUBDIVISION

CALABASAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 168 Mixed Leave Tues. Thurs. Sat.	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from Calabasas	SECOND CLASS 167 Mixed Arrive Mon. Wed. Fri.
BKWYFP Yard		1032.6	TO-R	BENSON	78.4	
		1033.0		0.4 JCT. SWITCH BENSON LINE	78.0	
39		1033.8		0.8 N. M. & A. YARD	77.2	
14		1038.0		4.2 KENNARD (Spur)	73.0	
		1041.4		3.4 LANDS CROSSING (No Siding)	69.6	
28		1045.5		4.1 BIDDLE	65.5	
14		1049.9		4.4 CONTENTION (Spur)	61.1	
47 PWF	s 4.30PM	1048.2	TO-R	2.2 FAIRBANK	60.0	s 10.15AM
		1051.7		0.7 S. P. R. R. CROSSING	59.3	
15	f 4.45	1057.0		5.3 BROOKLINE	54.0	f 9.48
39	s 5.00	1062.5		5.5 HUACHUCA	48.5	s 9.32
35 PW	s 5.30	1073.8		11.3 ELGIN	37.2	s 8.58
6	f	1076.0		2.2 CANELO	35.0	f
39	s 5.55	1082.1		6.1 SONOITA	28.9	s 8.37
	f	1088.4		6.3 ASHBURN (No Siding)	22.6	f
37	f 6.21	1092.0		3.6 CRITTENDEN	19.0	f 8.10
38 W	s 6.30	1095.1	TO	3.1 PATAGONIA	15.9	s 8.02
5		1098.3		3.2 FLUX (Spur)	12.7	f
29	f 6.44	1098.6		0.3 FARALLON	12.4	f 7.47
14	f 6.48	1099.4		0.8 BLOXTON	11.6	f 7.43
18	f 6.57	1102.0		2.6 SANFORDS	9.0	f 7.31
	f	1104.9		2.9 FULLERS RANCH (No Siding)	6.1	f
31 YP	s 7.35PM	1111.0	R	6.1 CALABASAS	0.0	6.55AM
	Arrive Tues. Thurs. Sat.			(79.5)		Leave Mon. Wed. Fri.
	(3.05) 19.45			Time Over District Average speed per hour		(3.20) 18.00

Trains 167 and 168 stop on signal at Perrin Trust Ranch House 2.8 miles East of Canelo.

Junction switch of Rio Grande Division at Calabasas will be set and locked for the Tucson Division, Nogales Line.

Junction switch Benson Line set and locked for Benson Junction Line.

HACHITA SUBDIVISION

COCHISE-DOUGLAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 170 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso and distance from Cochise	SECOND CLASS 169 Mixed Arrive Tues. Thurs. Sat.
WFYTBKPC	s 8.00AM	1107.0	TO-R	DOUGLAS	217.1	s 1.00PM
	f 8.30	1111.9		11.7 SMALL	226.8	f 12.25
17	f 9.00	1104.1		7.8 McNEAL	234.6	s 12.01PM
13	f 9.15	1098.5		5.6 ELFRIDA (Spur)	240.2	f 11.30AM
7		1097.0		1.5 SPARKS (Spur)	241.7	
6	f 9.25	1095.2		1.8 WEBB (Spur)	243.5	f 11.15
31 WYP	s 11.15	1092.3	TO-R	2.9 KELTON S. P. R. R. Crossing	246.4 28.4	s 11.00
14	f 11.35AM	1085.4		6.9 MIDWAY	21.5	f 9.40
96 YP	s 12.20PM	1079.7	TO	5.7 PEARCE	15.8	s 9.20
24 WP	f 12.45	1071.4		8.3 SERVOSS	7.5	f 8.25
48 BKFYP	s 1.15PM	1063.9	TO-R	7.5 COCHISE	0.0	s 8.00AM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(5.15) 11.37			Time Over District Average speed per hour		(5.00) 11.94

HACHITA SUBDIVISION

COURTLAND BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 178 Mixed Leave Tues. Thurs.	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	SECOND CLASS 179 Mixed Arrive Tues. Thurs.
31 WYP	9.55AM	1092.3	TO-R	KELTON	246.4	10.30AM
37 Y	10.03	1095.4		2.8 GLEESON JCT.	249.2	10.22
32 YP	10.10AM	1097.1		1.7 COURTLAND	250.9	10.15AM
	Arrive Tues Thurs			(4.5)		Leave Tues. Thurs.
	(.15) 18.00			Time Over District Average speed per hour		(.15) 18.00

HACHITA SUBDIVISION

GLEESON BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 176 Mixed Leave Mon Wed. Fri.	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from Cochise	SECOND CLASS 177 Mixed Arrive Mon. Wed. Fri.
31 WYP	9.35AM	1092.3	TO-R	KELTON	28.4	10.15AM
24	9.43	1095.5		3.2 HOLMES	31.6	10.07
48 YP	9.53AM	1098.5		3.0 GLEESON	34.6	9.58AM
	Arrive Mon. Wed. Fri.			(6.2)		Leave Mon. Wed. Fri.
	(.18) 20.66			Time Over Dstrict Average speed per hour		(.17) 21.88

Westward trains are superior to trains of the same class in the opposite direction; **Except: No. 178 is superior to No. 179 and No. 176 is superior to No. 177.**

HACHITA SUBDIVISION
LORDSBURG-HACHITA, AND CLIFTON BRANCHES

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	174 Mixed Leave Daily	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	175 Mixed Arrive Daily
WFYBKFC Yard	s 8.15AM	1206.3	TO-R	HACHITA 6.5	117.8	s 2.40PM
9	f 8.30	1179.2		BAKER (Spur) 10.7	124.3	f 2.15
59 WP	f 8.55	1168.5		BROCKMAN 10.6	135.0	f 1.45
61	f 9.20	1157.9		ROBERT 9.6	145.6	f 1.10
67	f 10.50	1148.3		OIL SIDING 1.0	155.2	f 12.40
		1147.3		S. P. R. R. CROSSING 0.2	156.2	
58		1147.5		NORTH LINE JUNCTION 1.2	156.4	
WPYTBKFC Yard	11.05 s 11.50AM	1148.3	TO-R	LORDSBURG 9.8	157.6	12.01PM s 11.15AM
57	f 12.15PM	1156.2		VEITCH 9.1	165.1	f 10.45
49 P	f 12.35	1165.3		SUMMIT 5.5	174.2	f 10.20
37	f 12.50	1170.8		FOSTER 5.4	179.7	f 9.55
44	f 1.05	1176.2		THOMSON 4.7	185.1	f 9.35
11	f 1.15	1180.9		FRANKLIN 3.4	189.8	f 9.20
83 FWP	s 1.45	1184.3	TO	DUNCAN 2.6	193.2	s 9.10
19	f 1.52	1186.9		FOX 5.7	195.8	f 8.43
63	f 2.07	1192.6		SHELDON 6.5	201.5	f 8.30
48	f 2.27	1199.1		YORK 6.1	208.0	f 8.15
75 WP	f 2.50	1205.2		GUTHRIE 4.6	214.1	f 7.55
35	f 3.05	1209.8		SOUTH SIDING 1.6	218.7	f 7.35
19	f 3.10	1211.4		NORTH SIDING (Spur) 2.8	220.3	f 7.30
49 P	f 4.00	1214.2		SMELTER 2.1	223.1	f 7.15
WTPBKC Yard	s 4.15PM	1216.3	TO-R	CLIFTON	225.2	s 7.00AM
	Arrive Daily			(109.7)		Leave Daily
	(8.00) 13.71			Time Over District Average speed per hour		(7.40) 14.30

Movement North Line Junction to Lordsburg station must be made as required by Rule 99, when main track used.
Nos. 174 and 175 stop at Muir, Mile Post 142 for passengers.

HACHITA SUBDIVISION
VALEDON BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso
67	1148.3	OIL SIDING 3.2	155.0
	1150.1	SHAKESPEARE 0.6	158.2
	1150.7	LAWRENCE 0.5	158.8
Yard P	1151.2	VALEDON	159.3
		(4.3)	

Yard limits of Oil Siding include Valedon Line.

DOUGLAS SUBDIVISION
TOMBSTONE BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	166 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	165 Mixed Arrive Daily Ex. Sunday
79 FWYPKB	s 11.15AM	1048.2	TO-R	FAIRBANK 9.0	275.9	s 1.10PM
WYC 32	s 11.42AM	1057.5	TO-R	TOMBSTONE	284.9	s 12.43PM
	Arrive Daily Ex. Sunday			(9.0)		Leave Daily Ex. Sunday
	(0.27) 20.00			Time Over District Average speed per hour		(0.27) 20.00

EL PASO SUBDIVISION
DEMING-HERMANAS, AND TYRONE BRANCHES

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	172 Mixed Leave Wed. Only	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	171 Mixed Arrive Wed. Only
122 WYP	s 8.20AM	1230.9		HERMANAS 9.1	93.2	s 4.45PM
46	f 8.43	1228.7		TOMERLIN 6.2	102.7	f 4.13
4	f 8.58	1222.5		MIDWAY (Spur) 6.0	108.9	f 3.55
31	f 9.12	1216.5		HONDALE (Spur) 10.0	114.9	f 3.40
162 YP		1207.0		NORTH LINE JUNCTION 1.0	124.9	
Yard PWYBKC	9.40 s 9.48	1208.0	TO-R	DEMING 2.6	125.9	3.10 s 2.55
		1206.7		S. P. R. R. CROSSING 0.2	124.6	
	9.58AM	1206.9		WHITNEY JUNCTION 33.3	124.8	2.45PM

Trains be governed by Time Table of the A. T. & S. F. Railway Company, Whitney Jct.—Burro Mtn. Jct.

Capacity of Sidings in Car Lengths	172	Distance from San Francisco		STATIONS	Distance from El Paso	171
Y	11.20AM	1240.2	R	BURRO MTN. JCT. 11.0	158.1	1.20PM
50	11.53AM	1251.2		MILL SPUR 1.5	169.1	12.45
56	s 12.05PM	1252.7	R	TYRONE	170.6	s 12.15PM
	Arrive Wed. Only			(80.9)		Leave Wed. Only
	(3.45) 21.56			Time Over District Average speed per hour		(4.30) 17.96

Movement North Line Junction to Deming station must be made as required by Rule 99, when main track used.

DOUGLAS SUBDIVISION
FT. HUACHUCA BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	162 Mixed Leave Daily	160 Mixed Leave Daily	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distanco from El Paso	159 Mixed Arrive Daily	161 Mixed Arrive Daily
70 KWYP	s 5.20PM	s 9.45AM	1058.8	TO-R	LEWIS SPRINGS 10.1	265.3	s 9.25AM	s 5.10PM
28	f 5.45	f 10.10	1068.9		GARDEN CANON 3.1	275.4	f 9.00	f 4.45
35 YBC	s 5.55PM	s 10.20AM	1072.0	TO-R	FT. HUACHUCA	278.5	s 8.50AM	s 4.35PM
	Arrive Daily	Arrive Daily			(13.2)		Leave Daily	Leave Daily
	(0.35) 22.62	(0.35) 22.62			Time Over District Average speed per hour		(0.35) 22.62	(0.35) 22.62

DOUGLAS SUBDIVISION
BENSON-FAIRBANK BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	164 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 2 December 6, 1925 STATIONS	Distance from El Paso	163 Mixed Arrive Daily Ex. Sunday
Yard WFYPBK	s 3.00PM	1032.6	TO-R	BENSON 5.5	295.7	s 2.45PM
9	f 3.15	1038.1		ST. DAVID 1.7	290.2	f 2.30
20 P	s 3.40	1039.8	TO	CURTISS 2.6	288.5	s 2.25
13	f 3.46	1042.4		LAND 6.1	285.9	f 1.53
	f	1048.5		CONTENTION (No Siding) 2.1	279.8	f
PY	s 4.06PM	1046.4		BENSON JCT.	277.7	s 1.35PM
	Arrive Daily Ex. Sunday			(18.0)		Leave Daily Ex. Sunday
	(1.06) 16.36			Time Over District Average speed per hour		(1.10) 15.42

Apache Powder Co. Spur M. P. 288.7 Nos. 163 and 164 stop for passengers.

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 172 is superior to No. 171, and No. 166 is superior to No. 165.

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 2 December 6, 1925	Distance from Bowie	FIRST CLASS			SECOND CLASS	
	142	46	48	152					47	45	151		141
	Freight	Passenger	Passenger	Apache					Passenger	Passenger	Apache		Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Sun., Wed., Fri.			STATIONS		Arrive Daily	Arrive Daily	Arrive Mon., Thurs. Sat.		Arrive Daily Ex. Sunday
Yard BKW YPFC	8.00AM	s 3.00PM		s 3.55AM	1098.4	TO-R	BOWIE	0.0	s 12.45PM		s 1.05AM		6.50PM
Yard	8.05				1098.7		0.8 NORTH YARD	0.8					6.45
59 P	8.25	f 3.18		4.15	1107.4		8.7 ESCALA	9.5	f 12.24		12.44		6.28
19 P		f 3.28		4.25	1112.5		5.1 ARKILL	14.6	f 12.14		12.34		
50 WP	8.55	f 3.37		4.33	1117.8		5.3 TANQUE	19.9	f 12.05PM		12.26		5.55
44 P	9.20	f 3.50		4.48	1125.1		7.3 HAECKEL	27.2	f 11.50AM		12.12AM		5.25
62 P	9.50	s 4.04		5.01	1132.6	TO	7.5 SOLOMON	34.7	s 11.36		11.58PM		5.05
7		f			1135.3		2.7 LONE STAR	37.4	f				
115 WP	11.25	s 4.20		s 5.12	1137.5	TO	2.2 SAFFORD	39.6	s 11.25		s 11.48		4.20
59 P	11.45AM	s 4.30		5.20	1140.6	TO	3.1 THATCHER	42.7	s 11.12		11.40		3.10
9		f 4.36			1143.1		2.5 CENTRAL	45.2	f 11.05				
58 YP	12.10PM	s 4.45		f 5.29	1145.6	TO	2.5 PIMA	47.7	s 11.00		f 11.31		2.53
70 P	12.15	f 4.48			1146.7		1.1 DUBLIN	48.8	f 10.57				2.50
7		f 4.53			1148.9		2.2 GLENBAR	51.0	f 10.53				
67 P	12.30	f 5.01		5.43	1153.0		4.1 CORK	55.1	f 10.46		11.17		2.35
3		f 5.05			1154.8		1.8 ASHURST	56.9	f 10.42				
121 P	12.55	s 5.14		5.54	1159.8	TO	4.5 FT. THOMAS	61.4	s 10.33		11.06		2.20
70 WFP	1.20	s 5.28		f 6.03	1164.2		4.9 GERONIMO	66.3	s 10.23		f 10.57		2.00
64 P	1.40	f 5.40		6.15	1170.1		5.9 BYLAS	72.2	s 10.12		10.45		1.40
59 P	2.05	f 5.53		6.27	1176.8		6.7 CALVA	78.9	f 9.59		10.32		1.20
63 P	2.30	f 6.06		6.40	1183.8		7.0 NACHES	85.9	f 9.45		10.18		1.00
73 WP	3.00	s 6.21		s 6.53	1190.4	TO	6.6 SAN CARLOS	92.5	s 9.32		s 10.05		12.40
13 P		f 6.35		7.05	1197.2		6.8 PERIDOT	99.3	f 9.19		9.52		
55 WP	3.40	s 6.42		7.12	1201.0		3.8 RICE	103.1	s 9.12		9.44		12.10PM
44 P	4.05	f 6.56		7.24	1207.8		6.8 REPPY	109.9	f 8.59		9.30		11.40AM
No Siding		f 7.00			1209.5		1.7 GILSON	111.6	f 8.55				
160 WP	4.35	f 7.07		7.34	1213.5		4.0 CUTTER	115.6	f 8.48		9.18		11.15
23 P	4.50	s 7.21		7.50	1219.3		5.8 PINAL	121.4	f 8.38		9.08		10.15
Yard KBWFTP	5.00PM	s 7.40	s 7.05AM	s 8.00AM	1221.5	TO-R	2.2 GLOBE	123.6	s 8.30	s 8.55PM	s 9.00PM		10.00AM
No Siding		7.42	7.07		1222.1		0.6 DOMINION	124.2	8.18	8.53			
No Siding		s	s		1222.5		0.4 LIBRARY	124.6					
8		7.45	7.10		1222.8		0.3 U. G. CO.	124.9	8.15	8.50			
8		f 7.49	f 7.14		1224.0		1.2 HAMM	126.1	f 8.11	f 8.46			
3					1225.3		1.3 KINGDON	127.4					
17		f 7.55	f 7.20		1226.2		0.9 RADIUM	128.3	f 8.05	f 8.40			
6		f 7.59	f 7.24		1227.3		1.1 BURCH	129.4	f 8.01	f 8.36			
5		f 8.03	f 7.28		1229.3		2.0 KISER	131.4	f 7.57	f 8.32			
15		f 8.06	f 7.31		1230.2		0.9 WARRIOR	132.3	f 7.54	f 8.29			
No Siding		f 8.08	f 7.33		1231.0		0.8 HILL ST.	133.1	f 7.52	f 8.27			
Yard WYP		s 8.10PM	s 7.35AM		1231.9	TO-R	0.9 MIAMI	134.0	s 7.50AM	s 8.25PM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Sun. Wed. Fri.			(134.00)		Leave Daily	Leave Daily	Leave Sun. Wed. Fri.		Leave Daily Ex. Sunday
	(9.00) 13.73	(5.10) 25.93	(0.30) 20.80	(4.05) 30.26			Time Over District Average speed per hour		(4.55) 27.25	(0.30) 20.80	(4.05) 30.26		(8.50) 13.99

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 46 is superior to No. 45 and No. 48 is superior to No. 47

All trains and engines must move on Globe Branch main track, between west switch of North Yard, and passenger station, at Bowie, with caution, expecting to find main track occupied, without flag protection.

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 2 December 6, 1925	Distance from Miami		
				STATIONS			
Yard WYP		1231.9	TO-R	MIAMI	0.0		
		1233.0		1.1 INSPIRATION JCT.	1.1		
		1234.2		1.2 LIVE OAK	2.3		
				(2.3)			

Inspiration Junction to Tunnel Warehouse: 0.71 miles.
Live Oak Line included in Miami yard limits.

BOWIE SUBDIVISION
AMSTER BRANCH

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 2 December 6, 1925	Distanse from Globe		
				STATIONS			
Yard		1221.5	TO-R	GLOBE	0.0		
16		1220.7		0.8 AMSTER JCT.	0.8		
15		1225.2		4.7 GARDNER	5.5		
15		1225.3		0.1 McGAW	5.6		
12		1225.4		0.1 AMSTER	5.7		
				(5.7)			

McGaw—Derailer on Tracks leading to Right and Left.
Amster Line included in Globe yard limits.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, San Francisco, 65 Market Street, Supervisor of Time Service.

Davidson, G. D., Co.	El Paso, Texas
Sheldon Jewelry Co.	Phoenix, Ariz.
Cubitto Jewelry Co.	Globe, Ariz.
Phelps-Dodge Mercantile Co.	Douglas, Ariz.
Tossell, W. P., & Sons	Deming, N. M.
Backstein, Ferdinand	Clifton, Ariz.
Gilman, L. L.	Bisbee, Ariz.
Codding, B. S.	Lowell, Ariz.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 14. At junction points when recalling flagman on diverging route use:

Four (4) long and one (1) short sounds of steam whistle to recall flagman from the west.

Five (5) long and one (1) short sounds of steam whistle to recall flagman from the east.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated, will register:

Benson Cochise Deming
Fairbank Lewis Springs Bowie } Trains originating and terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows. Polvo.

Rule 83 (D). Trains must obtain a clearance card before leaving Bowie, Deming, Globe and Bisbee Jct., also Calabasas Line trains at Fairbank, and Clifton line trains at Lordsburg.

RULE 86. Trains may proceed Polvo to Tucson with current of traffic, irrespective of timetable superiority. Westward extra trains arriving Polvo may proceed Polvo to Tucson without running orders, after obtaining clearance card.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Tucson
Benson
Bowie
Lordsburg
Deming
Fairbank
Lewis Springs
Bisbee
Douglas
Hachita
Hermanas
Columbus
El Paso
Tyrone
Oil Siding
Clifton
Safford
Cutter
Globe
Miami
Bisbee Jct.
Duncan
Curtiss

RULE 98. Railroad crossings and junction not interlocked.

Polvo—All trains approach with caution.

Kelton—All trains approach with caution.

Fairbank—Gate located on Calabasas Branch at crossing with South Line west of Fairbank is locked across Calabasas Branch line. When gate is in normal position South Line trains are not required to stop, but will reduce speed to ten miles per hour approaching and pass over crossing with caution. Calabasas trains will stop, open gate and proceed with caution and return gate to normal position.

D-151. Between telegraph office located at double crossover Polvo and Puzzle Swith located in front of Yard Office Tucson Yard trains must keep to the left.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

RULE 820. Enginemen working on territory covered by SP Enginemen's Agreement who have had less than 610 days actual experience as enginemen in freight service, and less than 60 days experience on the division, must not be used in passenger service. When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by former EP&SW Agreement will be governed by Article 28, Sections 8 and 9 of EP&SW Agreement.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 876. Standing air brake tests must be made by freight trains at:

Mescal
Dragoon
Steins
Sonoita
Amster
Pinal
Cutter
Kelton
Gleeson
Courtland
North Siding moving east
South Siding moving west

RULE 887. Will not apply on heavy grades where necessary to work steam to water column. Helper engines coupled in middle, or rear of train, must be detached from the forward portion of train before taking water.

AUTOMATIC SIGNALS

Signals on the North Line will display indications in the lower quadrant as outlined in book of Operating Rules.

Signals on the South Line and the Clifton and Bisbee Lines will display indications in the upper quadrant as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates STOP."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—CLEAR."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—CLEAR."

Westward Benson Jct. Line trains will stop at telephone booth 800 feet West of Benson Jct., before entering block signal circuit, and procure clearance card over telephone from operator at Fairbank, when on duty, before occupying Main Track, regardless of position of semaphore No. 2776. Movement to be made in accordance with Rule 99.

Track between Benson Jct. switch and Block signal limit sign must not be occupied while waiting for trains.

Polvo:

Telegraph office located at double crossover Mile Post 987.4.

This is end of double track between Tucson and Polvo.

Switches at crossover Polvo handled by Operator.

Movements from double track to North Line one long and one short sound of steam whistle ——— o.

Movements from double track to South Line one short and two long sounds of steam whistle o ——— ———.

Automatic signals located at crossover protect crossover movements. Trains must stop one hundred feet in advance of signal if signal indicates stop.

INTERLOCKING

Interlocking signals on Hermanas and Clifton Lines Deming and Lordsburg will display indications in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in addition green light by night—PROCEED.

Arm extended at right angle to mast by day and in addition red light by night—STOP.

There are no caution signals in advance of home signals at Deming and Lordsburg on Hermanas and Clifton Lines.

Lordsburg:

Railroad crossing located approximately one mile west of Lordsburg on North Line, the normal position of signals and derails governing plant are proceed for North Line Trains. Clifton line trains will be governed by instructions posted in tower. Levers to be handled by trainmen.

If signals are stop for North Line trains flagman must be sent ahead at once to examine derails and levers in tower—normal position of levers 1-3-7-12 in reverse position as indicated by manipulation chart in front of machine for movement on North Line. Route is known or seen to be clear flagman will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Deming:

Railroad crossing located approximately one mile west of Deming on North Line, the normal position of signals and derails governing plant are proceed for North Line Trains. Hermanas line trains will be governed by instructions posted in tower levers to be handled by trainmen. If signals are at stop for North Line trains flagman must be sent ahead at once to examine derails and levers in tower—normal position of levers 1-5-7-12 in reverse position as indicated by manipulation chart in front of machine for movement on North Line. Route is known or seen to be clear flagman will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Slag:

End of Double track interlocked.
Main track movements in either direction with current of traffic ——.
Main track movements in either direction against current of traffic ——o.

El Paso—Tower 47:

Main track movements in either direction with current of traffic ———.
Main track movements in either direction against current of traffic ———o.
North lead, Eastward o———.
North lead, Westward o o ———.
South lead Eastward ——— o ———.
South lead, Westward o o ——— ———.
To T. & P. main track ——— ——— ———.
To T. & P. Transfer ——— ——— ——— ———.
To old E. P. & N. E. Yard o o o ——.
To South Line Yard o ——— o.

El Paso—Tower 66:

Main track movements in either direction with current of traffic ———.
Main track movements in either direction against current of traffic ———o.
G. H. & S. A. from any point to Union Depot o o ———.
South Line to and from Union Depot ——— ——— ———.

El Paso—Tower 6:

Main track movements in either direction with current of traffic ———.
Main track movements in either direction against current of traffic ———o.
G. H. & S. A. Union Depot connection, from any direction o o ———.
South Line main track East and West ——— ——— ——— ———.
South Line connection to and from Union Depot ——— ——— ———.

MISCELLANEOUS

1 On freight trains, retainers will be used on grades in accordance with Rules Nos. 53 and 54, of "Rules and Regulations Governing Air Brakes, Etc., effective Jan. 1, 1922," as follows:

Trains of less than 100 Ms per operative brake, with loads on head end, or to adjust slack action, conductor and engineman after consulting, may use necessary retainers.

Freight trains with more than 100 Ms per operative brake will use 15 to 20 retainers on head end

Mescal to Benson
Steins to Vanar
Sybil to Benson

Trains with more than 120 Ms per operative brake will use all available retainers on districts specified.

Freight trains use all available retainers

Pinal to San Carlos
Live Oak to Miami
Amster to Globe
Pinal to Globe.

2 On the ore train between Don Luis and Douglas engines handling trains that are equipped with cross compound air pump will use fifty percent of retainers Don Luis to Bisbee Junction. Engines not equipped with cross compound air pump will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest if stop is made, and, if no stop is made, will use fifty percent of retainers from Bisbee Junction to Calumet.

3 Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character more than five miles long, for the first three miles the time consumed in traveling any one mile shall not be less than three minutes.

The above maximum speed restriction will not affect speed on heavier grades and other locations, where the maximum is now provided.

4 Freight trains on descending grade will make a stop of ten minutes at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen will inspect engine:

Vanar

Five minutes at

Strauss
Luzena
Sibyl
Mescal (Eastward)
Pantano
Vail (North and South Lines)
Patagonia
Huachuca

5 Passenger Service. Running air test prescribed by Rule 16 governing care and operation of air brake and air signal apparatus will apply as follows:

NORTH LINE:
Eastward and westward at Mescal and Steins.
Westward at Dragoon. Eastward at Strauss.
SOUTH LINE: Westward at Mescal.
GLOBE BRANCH: Eastward and westward at Pinal.

6 Freight trains must not exceed an average of 130 Ms per operative brake Pinal to Globe, and Pinal to Cutter.

7 When trains leave stretches of continuously block-signaled track, fusee will be left near the last signal, as it is possible a train is following less than ten (10) minutes. Conductor and enginemen having knowledge from any source whatsoever that the preceding train is less than ten (10) minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with Rule 91.

8 Passing sidings capacities are computed by the following:—Deduct 420 feet from total length of track for two distances from points of switches to clearance points, divide remaining length by 45 feet (basic length of Box car) to determine capacity in cars.

9 In making test for defective triple make test as per Rule 311 of the rules and regulations governing use of air brakes, etc. If test made on grade a sufficient number of hand brakes must be set to secure train.

10 When it is necessary to handle passenger equipment in freight trains, it must always be placed next to caboose, provided rear end freight cars in train will permit.

In all cases wooden underframe flat cars must be placed next to caboose and not between loads.

11 Helpers will cut in ahead of twenty-five per cent of tonnage of train; or if all headend cars, just ahead of caboose.

Helpers on westward trains North Line will be cut in with the road engine, except out of Benson, where with over 3350 M's helper will be cut in behind caboose unless train has rear enders or wooden frame caboose, then helper must be cut in ahead of rear end cars or caboose.

12 Helper engines should not be cut off to take water, or for any other reason, while train is in motion.

13 Trains and yard engines, except yard engines making up trains, entering the Tucson Passenger Station Yard from T. & N. Line, must stop at car sheds, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the puzzle switch located opposite yard office without receiving a signal from yardman.

14 At least fifteen hand brakes must be set on west end, and ten on east end, of freight trains arriving at Tucson. These brakes must be set with assistance of brake clubs after train has stopped in yard. Any one releasing any of these brakes will be held responsible to see that there are as many others set to replace the ones released.

15 At least two hand brakes must be set on the rear end, and two on head end, of passenger trains arriving Tucson. These brakes to be set on cars which are not to be disturbed in switching the train.

17 El Paso Terminal, G. H. & S. A. Ry., and Rio Grande Division Pacific Lines operated jointly. Trains on G. H. & S. A. Ry. from Slag diverted to Pacific Lines yard, or from South Line diverted to G. H. & S. A. Ry. Octavia Street, yard movement, handled by yardmaster.

18 Trainmen on trains entering El Paso Yard will remain on top of train in their respective positions until train is clear of Campbell Street. G. H. & S. A. Ry. and M. P. O. South Line.

19 Passenger trains leaving or entering Union Passenger Depot must not exceed six miles per hour from lead track out of Union Passenger Depot to cross-over track just west of Tower 6.

20 Trains reduce to speed of twenty miles per hour within El Paso City Limits, except between Campbell Street and Tower 66 reduce to speed of twelve miles per hour.

21 Double track North Line extends from Octavia Street G. H. & S. A. Ry. yard El Paso to east end Rio Grande bridge.

22 Cross-overs are located as follows: No. 1 three hundred and eighty-three feet west of Union Passenger Depot connection west end Union Passenger Depot yard at tower Six; No. 2, four thousand, four hundred and forty-nine feet west of cross-over No. 1; No. 3, two thousand, five hundred and seventy-six feet west of cross-over No. 2; No. 4, nine hundred and sixty-nine feet west of cross-over No. 3.

23 Westward trains from Union Passenger Depot will use eastward track from Union Passenger depot yard connection to cross-over No. 1 at Tower Six on G. H. & S. A. Ry. Co. track.

24 Westward trains from El Paso Freight yard (Octavia Street) will use eastward track from connection at Mesa Ave. to Santa Fe Street cross-over.

25 The G. H. & S. A. Ry. Co. connection with the A. T. & S. F. Ry, crosses the west lead of the Union Passenger Depot tracks. Trains must know that this crossing is clear before using it.

Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Passenger Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and cross-over at east end of Union Passenger Depot yard.

26 On South Line Double track between El Paso Pacific Lines freight yard and Tower Six, trains will keep to the left. Normal position switch near Tower Six for Westward trains and at M. P. Naught Eastward trains.

27 South Line is not equipped with highway crossing gates at El Paso. Trains will flag crossings at El Paso, Santa Fe, Oregon, Mesa, Stanton, Kansas and Campbell streets, sending flagmen ahead before crossing. Speed of trains over crossings is ten miles per hour in El Paso city limits to comply with City Ordinance.

Engines handling back-up equipment or yard engines handling passenger or freight equipment, or any train or engine other than trains heading in or out of El Paso, will make stop before crossing Oregon and Stanton streets, sending flagmen ahead and will not proceed until signal is given by flagman.

El Paso yardmen will flag the following crossings when using track between East Yard and International Brick Company, which is located on what is known as "River Track":

Dallas Street Crossing —Going East.
Basset Avenue —Both directions.
Magoffin Avenue —Both directions.
Myrtle Avenue —Both directions.
Texas Street —Both directions.
East San Antonio Street—Both directions.

28 The passenger equipment will be taken from train No. 8 at west end of double track, El Paso, by yard engine, and placed at Union Passenger Depot. Freight equipment will not pass through Union Depot yard.

The passenger equipment for train No. 7 will be taken from Union Passenger Depot by yard engine and placed on rear of train No. 7, at end of double track, El Paso.

29 2-10-2 class engines F 3, 4 and 5 must not be used in passenger service, except for relief account engine failure and must reduce to freight speed when so used.

30 Effective February 1st, 1925, Maintenance of Way Rule 1015, Page 38, Current Rules and Regulations of Maintenance of Way Department, has been changed in the second paragraph to read as follows:

> "When necessary to use caution signals only, they must be placed one-half (½) mile from the nearest point of the slow track to be protected."

Train and enginemen and others concerned in the Transportation Department are advised that when applying Rule 10-H of the Rules and Regulations of the Transportation Department to track conditions covered by this rule of the Maintenance of Way Department as above changed are cautioned that the yellow signal will be placed one-half (½) mile each side of structure or track over which speed of train must be restricted instead of one-quarter (¼) mile.

31 Rule 24 of the Rules and Regulations governing the care and operation of air brake and air signal apparatus, effective January 1st, 1922, has been changed to read as follows:

When defects in the air brake apparatus develop on either passenger or freight trains between repair stations, which cannot be remedied without serious delay, cut out the brake and report on Form 2809 and hand to the Car Foreman at the first repair station. Air brake on rear car of any passenger train must not be cut out unless it is absolutely necessary. If cut out, however, a brakeman must be stationed on such car and the hand brake known to be operative. The car must be switched ahead of other air-braked cars at the first siding.

To cut out a brake, close the cut-out cock in the cross-over or branch pipe underneath the car and open the release valve in the auxiliary reservoir until all the air escapes, but on all passenger cars leave the drain cocks open. Do not cut out any brake unless it is absolutely necessary and, when cut out, the conductor must advise the enginemen.

When cutting out the air brake on a car with LN or UC equipment, close the cut-out cock in the branch pipe and bleed all reservoirs.

With UC equipment, if defect for which brake is being cut out exists in the foundation brake rigging, simply close the side vented cut-out cock in the brake cylinder pipe.

32 Whenever an engineer, either in passenger or freight service places the brake valve in emergency position for the purpose of applying the brake, he will leave it in that position until train stops, irrespective of the fact that the cause for so using it has been removed. This rule should not be confused with the requirement of Rule 34, under which the engineer handles the brake valve after the brake has been applied through some other agency in order to keep the brakes applied.

34 In left hand margin of timetable fuel oil stations for oil will be designated with letter "f", coaling stations with letter "c", both oil and coal "fc".

35 Train and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

36 Surging motion on passenger trains ascending grades, trainmen will signal engineer by using one long sound of communicating signal and give a hand or lantern signal to enginemen to indicate that train is surging, this to permit engineman to correct, if possible, by changing method of operating engine.

37 Mile Posts South Line: Distance from El Paso. Mile Posts Globe Branch: Distance from Bowie, except Amster Line, distance from Globe. Mile Posts Cochise-Douglas Branch: Distance Cochise to Gleeson and Douglas to Courtland.

DERAILERS IN MAIN TRACK

38 Globe and Amster Branches—Live Oak and McGaw.

Derailers on siding and spurs indicated by sign attached to switch stand.

NORTH LINE

40 Following tracks will not be used by Mikado, 2-10-2 or MT engines:

Benson—South house track east of road crossing. N. M. & A. main track yard tracks. Switch of scale track to wye. Oil Spur.

Cochise—Track to ore platform.

Willcox—Spur track leading off stock track cannot be used by engines.

Bowie—Engines cannot use oil spur east of west end pump house account oil pits not safe for engines on oil spur. 3200 class or larger engines should not exceed 6 MPH over 50-pound rail in North Yard.

Steins—Engines, except 2-10-2 and MT 1 and 2 may use Steins crusher tracks to west end of power house. Tracks west of power house can be used for cars only. Well spur may be used by engines a distance of 25 car lengths from the switch, and by cars the balance of distance. Water spur should not be used by 2-10-2 and MT Type engines. Engines using toe line spur at Steins will hold on to sufficient cars to perform work on that track.

Deming—Continental oil spur. Puzzle switches except on straight lead. Engines use wye with caution.

41 Westward freight trains at Benson will not go beyond home signal in middle of yard until it is known that an eastward train is not moving on main track to spot at water column. Eastward trains must be given ample room account heavy grade conditions.

42 West end of Track No. 2 at Benson, or the extension, must be left clear for helper movements.

43 On trains using south siding Benson sufficient hand brakes will be set on rear of train to hold slack until the engine takes slack when starting.

44 Practice of helper engines working steam when cut in train Mescal to Benson must be discontinued. Engines cut in train will assist in starting train only.

At Mescal train must be shoved over summit before helper engine that is cut in train shuts engine off.

45 Roundhouse lead switch at Bowie yard must be left lined for the lead at all times when not in use.

46 Westward trains doubling into Steins will leave head portion on siding, and see that derail is in normal position.

47 When eastward trains hold main track at Lordsburg the derailer at east switch must be left in normal position unless engine returns to train.

48 House Track at Deming must be kept clear between east switch and Gold Ave.

49 While cars or engines are rounding curve on Brickland spur, employees must not get off or on, or hang on or lean from sides of cars or engines, on inside of curves account projecting rocks and pier of bridge.

50 Your attention is called to the necessity of placing water spout in proper position at Akela after taking water.

It has been noted that several firemen have left this column unlocked, which creates a hazardous condition and when this spout is used it must be moved back parallel with the main track for the locking device to take effect and prevent the wind from blowing it across the track.

51 Old E. P. & S. W. wye at Deming connecting E. P. & S. W. tracks with A. T. & S. F. can not be used.

52 No. 109 will reduce speed to permit express messenger to put off newspaper shipment at the following points:

Cambray, Strauss, Separ

53 When mail clerks on Trains Nos. 1 and 2 have bulky or fragile parcel post to put off at Aden, a stop will be made at mail crane, 1200 feet west of station building.

54 Freight trains advise Operator Bowie, in writing, number of loads, empties and tonnage arriving and departing.

SOUTH LINE

57 Counterbalance arm on oil column Fairbank will not clear man on side of car when in position to take oil.

Trains must not take oil on siding while trains are passing on main track, or take oil on main track when trains are using siding.

58 Trains will not occupy the Ore Track at Bisbee Junction during the time that the Ore Train is working between Bisbee Junction and Don Luis.

59 Train Number Four will exchange mail at Fairbank, making stop if necessary.

60 Trains only take sufficient water Marsh to make Whetstone.

61 Westward trains with coal burning engines, take coal at Marsh, except No. 7 take coal at Bisbee Jct.

62 Highway crossing two hundred feet east of station at Marsh must be kept open.

63 Trains setting out cars on North Siding Naco leave an opening of about five car lengths in each direction on the Main highway road crossing.

64 No. 11 will reduce speed to permit express messenger to put off newspaper shipments at the following points:

Noria, Malpais, Chiricahua, Mount Riley, Victorio.

65 At Douglas, engines must be preceded by a flagman over all street crossings on Queen track.

Trains and engines using Nacozari lead must be preceded by a flagman over 14th street and Park crossings just east of 14th street, and over both crossings of 16th street when bell is inoperative.

66 Trains except first-class, must move with caution between Douglas and West Switch Calumet and look out for yard engines occupying main track.

67 Switch engines working at C. & A. Smelter, Douglas, will flag crossing on No. 1 track, which leads to acid loading station; and crossing on No. 2 track, which is calcine or miscellaneous track, sending flagman ahead before crossing in either direction.

68 Telegraph office at Douglas is located in Yard Office at 17th Street for both freight and passenger trains. Passenger conductors will go to Yard Office promptly from passenger station to avoid any necessity for passenger trains in either direction stopping at Yard Office.

69 Trains switching Pelea Sand Spur will hold on to at least fifteen cars to avoid engine being put on sharp curve.

70 Trains favor Mt. Riley water tank all possible.

71 2-10-2 and MT type engines will not exceed ten miles per hour over Rio Grande bridge. It is desired that these engines not be doubleheaded over the bridge but when actually necessary they can be so operated at speed of ten miles per hour for passenger and freight.

CALABASAS LINE

75 The following bridges are present standard:

1045C San Pedro	1st Crossing
1054C Babacomari	2nd Crossing
1095C Sonoita	4th Crossing
1096E Sonoita	5th Crossing
1099F Sonoita	9th Crossing
1100A Sonoita	10th Crossing
1103B Sonoita	11th Crossing
1110A Sonoita	14th Crossing

The following are light capacity and loading is limited to cars of 100,000 pounds capacity with their usual loads and locomotives as follows:

Eight Wheel Engines with not more than 70,000 pounds on drivers.

Ten Wheel and Mogul engines with not more than 100,000 pounds on drivers.

Twelve Wheel and Consolidation Engines with not more than 125,000 pounds on drivers.

1051C San Pedro	2nd Crossing
1055D Babacomari	3rd Crossing
1067B Babacomari	4th Crossing
1085A Sonoita	1st Crossing
1097B Sonoita	6th Crossing
1097E Sonoita	7th Crossing
1098A Sonoita	8th Crossing
1104D Sonoita	12th Crossing
1108C Sonoita	13th Crossing

The loads specified above are all that will be permitted.

76 P. F. E. cars, oil cars of over 7500 gallon capacity, furniture cars, automobile cars, coke racks, or cars of over 42 feet in length, will not be handled between Sonoita and Calabasas without special authority in each case.

Such cars offered for movement will be set out and chief dispatcher advised. Low cars will not be accepted weighing over 161,000 lbs. gross.

BISBEE LINE

84 Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.

86 It is not desired to push trains ahead of engines between Bisbee Junction and Don Luis, unless absolutely necessary.

87 Track No. 1 Don Luis must not be blocked.

88 Under no circumstances must road engines take water at Don Luis. Engines making side trips to Don Luis must take full tank of water before leaving Bisbee Junction.

COCHISE LINE

90 Overhead ore unloading tipple spur track Holmes, will not clear man on side or top of cars.

Engines and high cars must not pass under this tipple.

91 Trains flag road crossings east of Germania shaft and street crossings on Humboldt Line at Courtland.

CLIFTON LINE

92 Tunnels between Clifton and M. P. 223.3 are numbered 1 to 6, consecutively, from Clifton. Trains will approach Tunnel No. 6 with caution.

93 Three rail tracks between west terminus Clifton yard and Smelter. Coronado trains will protect against Southern Pacific trains.

94 Engines will take a full tank of water at Guthrie. Engines out of Clifton will be given sufficient water to reach Guthrie.

95 When using main lead in lower yard at Smelter enginement will sound the whistle when approaching crossings at both east and west end of converter building.

96 Eastward passenger trains will stop at Center Street, Clifton, to discharge passengers, when requested to do so by such passengers. Westward trains will not stop at this point.

BENSON JCT. LINE

98 Trains and engines will reduce speed to six miles per hour over crossing near office on Apache Powder Co. spur, Benson Jct. line, whistle for crossing and sound bell for same.

99 In switching at the Apache Powder Company's plant at Curtiss, do not exceed a speed of four miles per hour over road crossings at the plant, and keep sharp lookout for vehicles. A flagman must precede engine or cars moving over the main highway crossing just beyond the main line switch leading to the plant.

TYRONE LINE

100 Train crews are instructed to take extra precaution working on the Tyrone Line account heavy grade and impaired clearance.

Crews operating on tracks at Tyrone in vicinity of mine that has overhead trolley wires may proceed on main track west to a point 200 feet west of switch leading to lumber yard spur. When handling more than three cars out of this track, crews will double.

101 At Tyrone on tracks crossed by trolley wires in vicinity of mine, switching must be confined to main track from a point at west end of coal track to a point within 200 feet of mouth of mine and on main supply house track, which is located parallel to main track from a point at west end of coal track to a point 500 feet west at cross-over from main track leading to main supply house. Trolley wire crossing other tracks auxiliary to main track in this vicinity will not provide proper clearance for man on top of high car, also poles supporting trolley wire arms located near lead from main track connecting lumber shed tracks and lumber track, does not afford proper side clearance and further, that east end portion of lumber track is not in serviceable condition.

102 Shed constructed to cover concentrator filter located on scale track, lower side of mill at Tyrone, will not clear a man on top of car.

103 Carload and LCL shipments for Phelps-Dodge Corporation will be delivered at the east terminus of overhead trolley wires. Engines are prohibited going beyond this point.

104 Due to heavy grade on west end of house and team tracks, Tyrone, no cars will be left on house track between freight-house platform and house track switch, and cars will not be left on team track between a point 200 feet from end of this track and team track switch, the latter point being designated by a white post.

GLOBE LINE

110 Train crews are instructed to take extra precaution working on Amster and Live Oak Lines account heavy grade and impaired clearance.

111 Employes must not stand on top nor hang on side of cars while switching the following tracks in Globe Yards: River, Pocket, Two Coal Tracks, Coach Shed, Scale Track, No. 4, No. 6, No. 8, Solwico Spur and east end of house track by Arizona Wholesale Grocery Warehouse.

112 Trains will stop at Solwico crossing; flagman precede train and flag crossing.

113 Westward trains stop at Library, clear of public road crossing, account view obscure.

114 In crossing (either backing up or going ahead) at Mills Street and Latham Boulevard, Miami, you will have flagman precede train and flag these crossings before passing over streets.

In approaching streets, speed must be reduced to permit flagman to perform the duties as outlined without stopping train, if possible.

When either passing over or switching at the junction of Adonis and Keystone Avenues, Miami, flagman must flag highway crossing.

115 Freight trains must not head into tracks of East Yard, Globe.

116 Train crews will use back-up hose when delivering cars to O. D. Co. transfer.

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPEED RESTRICTIONS

Speed of passenger trains must not exceed 50 miles per hour.
Speed of freight or mixed trains must not exceed 35 miles per hour.

Pages	Between	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing thru Yards and over Highway Crossings
	(North Line)				
2-3-4	Tucson-Rio Grande	50	35	20	10
	(South Line)				
5-6-7	Tucson-El Paso	50	35	20	10
9	Benson Jct.-Benson	25	25	15	10
9	Tombstone-Fairbank	20	20	15	10
9	Ft. Huachuca-Lewis Spgs	25	25	15	10
8	Benson-Patagonia	35	25	15	10
8	Patagonia-Calabasas	35	15	15	10
6-7	Bisbee-Bisbee Jct.	30	20	15	10
6-7	Bisbee-Lowell	20	20	15	10
8	Cochise-Douglas	25	25	15	10
9	Hachita-Clifton	40	30	15	10
9	Hermanas-Deming	30	25	15	10
9	Burro Mtn. Jct.-Tyrone	20	20	15	10
10	Bowie-Miami	40	30	20	10
	Interlocking Limits, Lordsburg and Deming	30	30	15	10
	Cross-overs and turn-outs	8	8	8	8

SPEED OF LIGHT ENGINES	Running Forward	Running Backward
Mogul	45	20
Mikado	40	20
Mountain	50	20
Consolidation—Class C-18 and C-19	40	20
Consolidation—Class C-20, C-21, C-22, and C-23	35	20
2-10-2 Type	30	15

Engines larger than P12 and T31 class will not exceed twenty (20) miles per hour when used on Hermanas, Clifton, Cochise, Fort Huachuca, Tombstone and Benson Junction Lines.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

On curves of 6 degrees trains must not exceed 40 miles per hour and on curves of 7 to 10 degrees 30 miles per hour.

Engines running light must not exceed the maximum speed permitted freight trains unless otherwise directed.

Maximum speed yard engines in service, 20 miles per hour.

Maximum speed moving cars ahead of engine, 20 miles per hour.

Westward out of Steins, Dragoon, Mescal and Pinal and eastward out of Don Luis, Mescal and Pinal for the first three miles, no one mile shall be made by freight trains in less than three minutes.

2-10-2 type F 3, 4 and 5 and 2900 class engines must not exceed 35 miles per hour; Consolidation and Mikado and F1 2-10-2 engines, must not exceed speed of 45 miles per hour when used in passenger service.

2-10-2 class F 3, 4 and 5 engines must not exceed 30 miles per hour on tangent track and curves of less than 6 degrees, and 20 miles per hour on curves of 6 degrees or over.

2-10-2 and Mt. 1 and 2 type engines must not use N. M. & A. wye at Benson, and no engine heavier than consolidation can use the old E. P. & S. W. Yard at Benson, including the wye.

Consolidated engines, or larger, must not exceed four miles per hour in the A. & N. M. yard at Hachita.

Trains handling ore dump cars loaded must not exceed 25 miles per hour.

Passenger trains reduce to 30 miles per hour and freight trains to 20 miles per hour over connection at South Yard Junction and over connection at Polvo, new track to main track.

Trains reduce to 15 miles per hour through crossovers at telegraph office Polvo.

NORTH LINE

Reduce Speed Between	Passenger	Freight
600 feet west of Mile Post 1004 and 1010E	30	20
Pantano and 1013E	30	20
1016D and 1018B	30	20
900 feet east 1020C and 1020E	30	20
1030G and 1031B	30	20
1036E and Mile Post 1040	30	20
500 feet west of 1044C and 1045B	30	20
East switch Ochoa and 1048C	40	30
1050D to 1050E	40	30
1057D and west switch Manzoro	35	25
1065B and 1068A	45	30
Mile Post 1069 and 1079	35	25
1122C and 500 feet east	30	20
1124C and Steins	30	20
1283A and 1284B	40	30
Mile Post 1287 and 2000 feet east	45	30
1291D and 1292C	45	30
Tucson Yard	15	10
Benson Yard	15	10
Willcox	30	30
Bowie Yard (east switch of train yard)	15	10
Lordsburg (east switch of train yard)	15	10
Deming Yard, over street crossings	8	8
Aden Back Track	8	8
Brickland Spur	8	8
Eastward trains over Brickland switch	20	20

SOUTH LINE

West switch, Naco	20	20
Trains using switch to yard, Naco	6	6
Approaches to and Crook Tunnel	25	15
16th Street and Cochise Line switch Douglas	15	15
Douglas passenger station and 16th street	10	10
Approaches to and Rio Grande Tunnel M. P. 3	15	15
Rio Grande Bridge, M. P. 3	10	10
MP 5 and 10, 5 degree curves	40	25
" 31 and 32, 5 degree curve	40	25
" 40 and 41, 5 degree curves	40	25
" 93 and 94, 5 degree curve	40	25
" 94 and 95, 5 degree curve	40	25
" 156 and 160, 5 degree curves	40	25
" 179 and 209, 5 and 6 degree curves	40	25
" 230 and 234, 5 and 6 degree curves	40	25
" 242 and 244, 5 degree curve	40	25
" 270 and 271, 7 degree curve	30	20

Reduce speed and keep lookout for drifted sand and caving banks Rio Grande Tunnel and Mastadon.

GLOBE LINE

City limits, Pima and Safford	15	10
Pinal and Mile Post 118	35	25
Pinal and Globe	35	25
Broad Street crossing and passenger station, Globe	6	6
O. D. High Line	10	10
Globe and Amster	15	15
Miami yard limits	15	10
Miami and Live Oak	15	15

CLIFTON LINE

Clifton and MP 211.3	20	20
MP 211.3 and Duncan	30	25
Duncan and Hachita	40	30
Curves between MP 202, 202.5, MP 204.3 and 204.4	20	20
Curves between MP 206.6 and 207.4 (York Canyon)	20	20
Gila River Bridge	10	10
Smelter and Clifton eastward	15	15
Oil Siding and Valedon	15	15

BISBEE LINE

East leg of wye Bisbee Jct.	10	10
Naco Highway, Don Luis North and east legs of wye	5	5
Lowell and Corta	20	20
Corta and Bisbee Jct. Ore Train		18

CALABASAS LINE

Shoofly between 1047B and 1047C	15	15
Mile Post 1053 and 1055B	20	20
1085A and Mile Post 1088	20	20
1097E and 1200 feet east MP 1109	20	15

SPECIAL INSTRUCTIONS—Continued.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	DESCRIPTION	
	North Line	
1033.6	Bridge over San Pedro River	Overhead
1114.2	Water Tank Spout, San Simon	Overhead and Side
1168.0	Water Tank Spout, Separ	Overhead and Side
1188.5	Water Tank Spout, Gage main track and siding	Overhead and Side
1233.9	Water Tank Spout, Cambray	Overhead and Side
1291.9	Brickland Spur	Overhead and Side
	South Line	
997.8	(Water Crane (main track), Rita	Side
	(Water Crane (siding), Rita	Side
1012.9	Water Crane, Marsh	Side
1012.9	(Coal Chute (main track)	Side
	Coal Chute (coal track), Marsh	Side
1012.9	House Track Platform (house track), Marsh	Side
1012.9	Stock Pen Platform (from house track), Marsh	Side
1024.5	Stock Chute Platform, Siding Miramonte	Side
1028.6	Water Crane, Main and Siding, Whetstone	Side
1048.2	Water Crane, Main and Siding, Fairbank	Side
1048.2	Water Filling Stands, Siding and Water Track, Fairbank	Side
1048.2	Freight Platform, Fairbank	Side
1069.0	Water Crane (main track and siding), Hereford	Side
1069.0	House Track Platform (house track), 4 ft. 2 in. high, Hereford	Side
1069.0	Stock Pen Platform, 4 ft. 2 in. high, Hereford	Side
1080.9	Freight House Platform (spur track to Naco, Mex), Naco	Side
1080.9	Stock Pen Platform (spur track to Naco, Mex.), Naco	Side
1085.0	Water Crane (main track and siding), Bisbee Jct.	Side
1085.0	Depressed Cinder Track Platform (9 ft. high), Bisbee Jct.	Side
1085.0	Old Pump House (coal track), Bisbee Jct.	Side
1085.0	Coal Chute (main and coal track), Bisbee Jct.	Side
1085.0	Coal Bin (coal track), Bisbee Jct.	Side
1089.0	Crook Tunnel 960 ft. long	Overhead and Side
1096.9	Water Column (Main and siding), Forrest	Side
1107.0	Platform Freight Station (Nacozari main track), Douglas	Side
1107.0	Stock Yards (stock track), Douglas	Side
1107.0	All Industry Tracks, Douglas	Side
1121.1	Water Tank, Cazador	Overhead and Side
1130.6	Stock Yard Platform (siding), Bernardino	Side
1147.1	Stock Yards (spur track), Apache	Side
1147.1	Water Tank and Spout, Apache	Overhead and Side
1158.7	Coal Chute (main and coal track), Rodeo	Side
1158.7	Water Tank, Rodeo	Overhead and Side
1158.7	Stock Pens (siding), Rodeo	Side
1158.7	Ore Loading Platform (siding), Rodeo	Side
1158.7	Freight House Platform (house track), Rodeo	Side
1175.9	Depot Platform (house track), Animas	Side
1181.4	Stock Pens (siding), Antelope	Side
1181.4	Water Tank, Antelope	Overhead and Side
1202.9	Ore Loading Platform (siding), Minero	Side
1206.3	Tool House (west leg wye), Hachita	Side
1206.3	Stock Pen Platform (stock track), Hachita	Side
1206.3	Station Platform (house track), Hachita	Side
1206.3	Ore Platform (ore loading track), Hachita	Side
1206.3	Coal Chute and Coal Bin (coal spur), Hachita	Side
1206.3	Coal Chute (main track), Hachita	Side
1230.9	Station Platform (house track), Hermanas	Side
1250.3	Station Platform (siding), Columbus	Side
1250.3	Stock Pen (siding), Columbus	Side
1250.3	Coal Chute, Columbus	Side
1250.3	Station Platform (house track), Columbus	Side
1250.3	Coal Chute and Coal Bin (coal track), Columbus	Side
1263.6	Stock Pen (siding), Arena	Side
1285.6	Stand Pipe (main track), Mt. Riley	Side
1285.6	Stock Pens (siding), Mt. Riley	Side
1299.0	Stock Pen and Coal Bin (spur track), Noria	Side
1299.0	Stand Pipe (main track and siding), Noria	Side
1308.9	Stock Pen (siding), Mastodon	Side
1319.1	Loading Chute (siding), Bowen	Side
1319.1	Rock Retaining Wall (siding), Bowen	Side
1319.5	Rio Grande Tunnel	Side and Overhead
1321.3	Overhead Bridge, G. H. & S. A.	Side and Overhead
	South Line—El Paso West Yard	
1295.9	Stand Pipe	Side
1295.9	So. West. Fuel Co. Spur	Side
1295.9	Rock Loading Chute (Dudley & Orr spur)	Overhead and Side
1295.9	Auto Unloading Platform	Sides
1295.9	Platform (team track)	Side
1295.9	Platforms Freight Station	Sides
1295.9	Platforms (K. Z. & M. spur)	Sides
1295.9	Neff-Stiles Spur	Sides
1295.9	Globe Mills Tracks	Overhead and Side
	El Paso Shop Yard	
1295.9	Coal Chute (south side)	Side
1295.9	Retaining Wall (east end coal chute spur)	Side
1295.9	Platform (south side store house)	Side
1295.9	Heid Bros. Coal Shed	Side
1295.9	Building—Full Weight Fuel Co.	Side
1295.9	Poles on Track Leading to Bassett Ave.	Side
1295.9	Poles on Track Leading to West Texas Fuel Co.	Side
1295.9	Gate Posts at International Brick Co.	Side
1295.9	Morris Stock Yards—All Docks	Side
1295.9	Track Leading to Pearson Co. Mills Adobe House	Side
1295.9	Concrete Gate Posts and Fence	Side
1295.9	Inside Fence Pearson Mills; Coal Chute; Platforms	Side
1295.9	High Power Overhead Trolley Wires	Overhead
	El Paso River Tracks	
	El Paso Old Northeastern Yard	
1295.9	Old Station	Side
1295.9	Fence North Side of Station Peyton Ice Plant	Side
1295.9	Wilson & Co. Building Platform—Tri-State Gro. Co.	Side
1295.9	Wilson & Co. Fence Building (S. W. Warehouse spur)	Side
1295.9	Platform—Morris & Co. Pole (S. W. Warehouse spur)	Side
1295.9	Line Poles El Paso Elec. Co. Pole (Troy Laundry Spur)	Side
	Calabasas Line	
1048.2	Water Tank Spout, Fairbank	Overhead and Side
1051.9	Bridge over San Pedro River	Overhead
1055.3	Bridge over Babacomari Creek	Overhead
1067.4	Bridge over Babacomari Creek	Overhead
1073.8	Water Tank Spout, Elgin	Overhead and Side
1092.0	Water Tank Spout, Crittenden	Overhead and Side
1104.7	Bridge over Sonoita Creek	Overhead
1108.6	Bridge over Sonoita Creek	Overhead
	Globe Line	
19.8	Tanque, Water Tank	Overhead and Side
39.6	Safford, Water Tank	Overhead and Side
66.3	Geronimo, Water Tank	Overhead and Side
92.6	San Carlos, Water Tank	Overhead and Side
	Spouts on water tanks are only 6 ft. 5½ in. out at 13 ft. 6 in. high from center of track.	
	Globe Yard	
123.7	River Track, Coal Bins and Store	Overhead and Side
123.7	Coal Bin and Sand House	Overhead and Side
123.7	Pocket, Corner Old Stone Warehouse	Overhead and Side
123.7	Coach Shed	Overhead and Side
123.7	Track No. 6 and No. 8, Tracks north and south of Scale House	Side
123.7	East End House Track, by Battery House and Arizona Wholesale Grocery Warehouse	Overhead and Side
123.7	Solomon-Wickersham Spur, Solwico Warehouse	Side
	Live Oak	
136.0	Chute to Inspiration Mine	Side
	Amster Line	
	Globe Yards—Spur to S&B Mine at Amster, Ore Chute	Overhead and Side
	Cochise Line	
1104.1	Stock Yards (siding), McNeal	Side
1097.1	Station Platform (siding), Courtland	Side
28.4	Kelton, Water Tank	Overhead and Side
31.6	Holmes, Platform at Freight House	Side
1089.9	**Bisbee Line**	
1092.9	Corta-Bisbee Line—All Tracks	Overhead and Side
1088.3	Corta-Don Luis, also	
1089.8	Tracks at Don Luis Mill	Side and Overhead
	Benson Jct. Line	
1038.1	Station Platform, St. David	Side
1038.1	Sand Loading Platform, St. David	Side
1039.8	Warehouse Platform (Apache Powder Co.), Curtiss	Side
1039.8	Coal Grinder House (Apache Powder Co.), Curtiss	Side
1039.8	Soda House (Apache Powder Co.), Curtiss	Side
1042.4	Station Platform, Land	Side
	Tombstone Line	
1057.5	Sand Loading Dock, Tombstone	Side
1057.5	Two Ore Platforms, Tombstone	Side
1057.5	Coal Dock, Tombstone	Side
1057.5	Warehouse Platform, Tombstone	Side
	Ore Chute (upper lead Bunker Hill Mine Co.), Tombstone	Side
	Ore Platform (lower lead Bunker Hill Mine Co.), Tombstone	Side
	Fort Huachuca Line	
1072.0	Station Platform (main and house tracks), Ft. Huachuca	Side
	Government Structures at Ft. Huachuca	
1072.0	Oat Bin Platform	Side
	Repair Shop (commissary track)	Side
	Tool House (commissary track)	Side
	Warehouse Platform (commissary track)	Side
	Coal Bin (main track)	Side
	Clifton Line	
1168.5	Stand Pipe and Tank, Brockman	Side
1168.5	Stand Pipe (siding), Brockman	Side
1157.9	Stock Pen (siding), Robert	Side
1148.3	Ore Loading Platforms (two) spur, Oil Siding	Side
1180.9	Station Platform stock pen (siding), Franklin	Side
1184.3	Ore Platform and Coal Bin (siding), Duncan	Side
1184.3	Station Platform (house track), Duncan	Side
1184.3	Lumber Sheds and Trees (lumber spur), Duncan	Side
1184.3	Stand Pipe (main track and siding), Duncan	Side
1184.3	Trees Through Station Grounds, Duncan	Overhead and Side
1186.9	Stock Pens (siding), Fox	Side
1192.6	Siding and Spur, Sheldon	Side
1199.1	Station (siding), York	Side
1205.2	Concrete Platform East Switch Main Track, Guthrie	Side and Overhead
1205.2	Gila River Bridge, Guthrie	Side and Overhead
1205.2	Stand Pipe (main track and siding), Guthrie	Side
1209.8	Stock Pens, South Siding	Side
1214.2	Station (siding), Smelter	Side
1216.3	San Francisco River Bridge, Clifton	Side and Overhead
1216.3	Freight House Platform, Clifton	Side
	All of Clifton Yard west P. D. Co. store, buildings, platforms, coal chute, stand pipe, etc., will not clear man on top or sides of car.	
	Smelter Yard buildings, platforms, overhead bridges and trolley wires will not clear man side and overhead on top or sides of cars.	
1189.3	Cuts between M. P. 1287 and 1314 (Clifton Line)	Side
1216.3	Tunnels Nos. 1, 2, 3, 4, 5, 6, (North Siding and Clifton)	Overhead and Side
1148.3	Passenger Station Roof (house track), A. & N. M. Yard	Overhead and Side
1148.3	Freight Station Platform, A. & N. M. Yard	Side
1150.1	Ore Loading Platform (spur), Shakespeare	Side
1150.7	Ore Loading Platform (spur), Lawrence	Side
1150.7 1151.2	First rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building, coal and hay unloading chutes	Side and Overhead
	Hermanas Line	
1230.9	Stock Pens (siding), Hermanas	Side
1228.7	Ore Loading Platform (siding), Tomerlin	Side
1222.5	Station Platform (spur), Midway	Side
1216.5	Canning Factory and Coal Bin (spur), Hondale	Side
1208.0	Freight Platform (house track), Deming Old Yard	Side
	Tyrone Line	
1251.2	Ore Unloading Bins (Mill Yard)	Overhead and Side
1252.7	Main Supply Platform (mine yard track), Tyrone	Side
1252.7	Gate to P. D. Lumber Yard (mine track), Tyrone	Overhead and Side
1252.7	Trolley poles and wires, Tyrone	Overhead and Side
1252.7	Freight House Platform, Tyrone	Side
1252.7	P. D. Warehouse Platform	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Location	Physicians and Surgeons Names	Title
Tucson	Dr. C. A. Thomas	Division Surgeon.
Tucson	Dr. S. C. Davis	District Surgeon.
Tucson	Dr. M. C. Comer	Oculist and Aurist.
Tucson	Dr. T. H. Cates	Assistant Oculist and Aurist.
Tucson	Dr. H. W. Fenner	Consulting Surgeon.
Benson	Dr. J. N. Morrison	District Surgeon.
Benson	Dr. R. E. Yellott	Assistant District Surgeon.
Cochise	Dr. J. B. Ellis	District Surgeon.
Pearce	Dr. Wm. Wood	District Surgeon.
Willcox	Dr. J. C. Wilson	District Surgeon.
Willcox	Dr. B. E. Briscoe	Assistant District Surgeon.
Bowie(No Surgeon	Bowie Drug Co.	Authorized First Aid.
Safford	Dr. J. N. Stratton	District Surgeon.
Pima	Dr. R. C. Dryden	District Surgeon.
San Carlos	Dr. C. H. Sawyer	District Surgeon.
Globe	Dr. Clarence Gunter	District Surgeon.
Globe	Dr. R. D. Kennedy	Assistant District Surgeon.
Globe	Dr. W. A. Holt	Consulting Surgeon.
Globe	Dr. B. G. Fox	Anesthetist.
Miami	Dr. C. M. Cron	District Surgeon.
Miami	Dr. J. E. Bacon	Assistant District Surgeon.
Miami	Dr. L. S. Wood	Oculist and Aurist.
San Simon	Dr. M. L. Alexander	District Surgeon.
Lordsburg	Dr. M. M. Crocker	District Surgeon.
Lordsburg	Dr. E. C. DeMoss	Assistant District Surgeon.
Lordsburg	Dr. C. P. Austin	Assistant District Surgeon.
Duncan	Dr. J. H. Briley	District Surgeon.
Clifton	Dr. W. R. Quinn	District Surgeon.
Deming	Dr. F. D. Vickers	District Surgeon.
Deming	Dr. J. G. Moir	Assistant District Surgeon.
Tyrone	Dr. Carl Hagan (Silver City)	Emergency Surgeon.
El Paso	Dr. R. L. Ramey	Division Surgeon.
El Paso	Dr. J. M. Richmond	Assistant Division Surgeon.
El Paso	Dr. S. F. King	Assistant Surgeon.
El Paso	Dr. H. H. Varner	Assistant Surgeon.
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon.
El Paso	Dr. H. H. Stark	Oculist and Aurist.
El Paso	Dr. J. M. Britton	Assistant Oculist and Aurist.
El Paso	Dr. W. L. Brown (Service limited to consultation with Division Surgeon.)	Consulting Surgeon.
Columbus	Dr. L. S. Johnston	District Surgeon.
Hachita	Dr. E. J. Thornberry	District Surgeon.
Douglas	Dr. L. J. Tuttle	District Surgeon.
Douglas	Dr. N. V. Alessi	Assistant District Surgeon.
Douglas	Dr. M. L. Downs	Oculist and Aurist.
Bisbee	Dr. G. A. Bridge	District Surgeon.
Bisbee	Dr. H. J. French	Assistant District Surgeon.
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist.
Naco	Dr. B. C. Tarbell	District Surgeon.
Tombstone	Dr. H. H. Hugart	District Surgeon.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	SOUTH LINE							NORTH LINE										
				EASTWARD			WESTWARD				EASTWARD						WESTWARD				
				Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-M. P. 55 Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford M. P. 55-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-College Pk. Douglas-Bisbee Jct. Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita	Mastodon-Noria Savoya-Victorio Hachita-Vista Fairbank-Mescal M. P. 55-Columbus	Potrillo-M. P. 55 Mimbres-Ford Vista-Playas Antelope-Rodeo College Pk.-Douglas Bisbee Jct.-Fairbank Mescal-Tucson	Tucson-Mescal	Benson-Dragoon San Simon-Steins	Mescal-Benson Dragoon-Wilcox Raso-San Simon Steins-Conrad Pyra-Lordsburg Wilna-Myndus Aden-El Paso	Wilcox-Raso Conrad-Pyra	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden Lordsburg-Pyra	Aden-Myndus Wilna-Lordsburg Pyra-Mondel Steins-San Simon Raso 2 m. E. Cochise Dragoon-Benson Mescal-Tucson	Myndus-Wilna Strauss-Afton San Simon-Bowie	Bowie-Raso 2 m. E. Cochise to Dragoon	Mondel-Steins Benson-Mescal
T-31	T—63-22/28-162-S	2353 to 2362	200	2150	8000	2750	2300	2950	4350	8000	2150	1650	8000	3200	3550	4700	3550	8000	4000	2450	1650
T-32	T—69-23/28-174-S	2363 to 2370																			
T-32	T—69-23/28-174-S	2371 to 2384	210	2250	8000	2850	2400	3100	4550	8000	2250	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	1750	6000	2300	1800	2450	3650	6000	1750	1350	6000	2700	3000	3950	3000	6000	3350	2035	1350
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836 2839 to 2857	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2852 to 2836 2839 to 2857																			
C-8	C—57-22/30-192-S	2698 to 2751																			
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-9	C—57-22/30-200-SF	2858 to 2860																			
C-8	C—57-22/30-184	2698 to 2751																			
C-5	C—57-22/30-187-S	2624 to 2679	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-185-S	2680 to 2693																			
C-5	C—57-22/30-180	2624 to 2679	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-5	C—57-22/30-178	2680 to 2693																			
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	1600	1250	6000	2400	2650	3500	2650	6000	2950	1850	1250
P-11	P—68-24/26-157-S	3100 to 3109	176	1850	8000	2400	2000	2600	3850	8000	1850	1450	8000	2800	3150	4150	3150	8000	3500	2150	1450
P-12	P—73-27/28-186-S	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	2600	2000	8000	3900	4350	5750	4350	8000	4900	3000	2000
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	200	3050	8000	3900	3300	4200	6150	8000	3050	2400	8000	4550	5050	6650	5050	8000	5650	3500	2400
MK-7,8,9	MK—63-29/30-247-S	3300 to 3324	176	3500	8000	4200	3800	4800	7050	8000	3500	2750	8000	5200	5800	7650	5800	8000	6500	4000	2750
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	8000	3000	2500	3200	4700	8000	2350	1850	8000	3450	3850	5050	3850	8000	4300	2650	1850
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	8000	3100	2600	3350	4850	8000	2400	1900	8000	3600	4000	5250	4000	8000	4450	2750	1900
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	2600	8000	3350	2850	3600	5250	8000	2600	2050	8000	3900	4350	5700	4350	8000	4850	3000	2050
C-23	C—57-23/30-193-S	3450, 3451	200																		
C-22	C—57-25/30-193-S	3452 to 3469	170																		
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	3700	2900	10000	5500	6100	8050	6100	10000	6850	4250	2900
F-3	F—63-29½/32-297-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	4200	3300	10000	6300	7000	9200	7000	10000	7800	4850	3300
F-4, 5	F—63-29½/32-306/B-62-SF	3668 to 3763	200	4750	10000	6100	5150	6550	9550	10000	4750	3750	10000	7100	7850	10000	7850	10000	8800	5450	3750
F-5	F—63-29½/32-306/B-62-SF	3764 to 3768																			
Mt-1	Mt—73-28/30-246/B-60-SF	4300 to 4327	210	3800	10000	4850	4100	5250	7700	10000	3800	2950	10000	5650	6300	8300	6300	10000	7050	4350	2950
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	3550	2800	10000	5350	5950	7900	5950	10000	6700	4100	2800
ALLOWANCE FOR EMPTY AND UNDERLOAD CARS		LESS THAN 40 M's 40 TO 50 M's	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado
"T"—Ten-wheelers "TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
Mt.—Mountain

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}187$$

MILEAGE

MAIN LINE AND BRANCHES

		Main Track	Br.Lines	Totals
Tucson to El Paso	S. P. R. R.	2.07 (2nd track) 306.82 (1st track)	0.65	309.54
Tucson to El Paso	E. P. & S. W. R. R.	1.97 (2nd track) 338.02 (1st track)	119.80	459.79
Hachita to Clifton	A. & N. M. Ry.		112.00	112.00
Benson to Calabasas	N. M. & A. R. R. (Leased)		78.39	78.39
Bowie to Live Oak Globe to Amster and Cochise to Gleeson	A. E. R. R.		177.26	177.26
Burro Mtn. Jct. to Tyrone	B. M. R. R.		13.08	13.08
Totals		648.88	501.18	1150.06

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS

Kind of Car	Average Weights—Lbs.		
	Wood	Steel	Steel Underframe
Baggage	75,800	96,200	
" (Dynamo)		101,400	
Baggage and Mail	78,800	124,900-69″ 97,800-60″	86,100
Baggage and Passenger			
Club	66,800	135,300	121,400
" (Dynamo)		145,700	
Business	114,200	178,500	141,600
Chair	84,300	99,200	
Coaches	75,300	101,200	
Dining	130,600	150,400	143,400
Horse Express	96,200		
Observation	121,700		128,100
Postal		113,800-60″	
"		71,800-40″	
Tea and Silk	48,000		

DISTRICT	Ruling Grades and Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
Tucson to Lordsburg	1.4	10.0	1.8
Lordsburg to El Paso	1.0	5.0	1.2
Benson to Nogales	1.2	10.0	1.6
El Paso to Lordsburg	0.6	5.0	0.2
Lordsburg to Tucson	1.4	10.0	1.8
Nogales to Benson	1.4	10.0	1.8
Tucson to Douglas	1.0	7.00	1.0
Douglas to Hachita	1.0	6.00	1.0
Hachita to El Paso	1.0	5.00	1.0
El Paso to Hachita	1.0	5.00	1.0
Hachita to Douglas	1.0	6.00	1.0
Douglas to Tucson	1.0	7.00	1.0
Fairbank to Tombstone	2.50	8.00	2.50
Lewis Springs to Fort Huachuca	2.68	7.30	2.86
Bisbee Jct. to Bisbee	2.50	10.00	2.50
Douglas to Cochise	1.50	9.00	1.50
Cochise to Douglas	0.83	9.00	0.83
Hachita to Clifton	1.90	15.00	2.40
Clifton to Hachita	1.80	15.00	2.30
Bowie to Globe	2.20	8.00	2.20
Globe to Miami	1.40	10.00	1.40
Miami to Globe	2.00	10.00	2.00
Globe to Bowie	1.00	8.00	1.00
Hermanas to Tyrone	2.00	10.00	2.00
Tyrone to Hermanas	0.90	10.00	0.90

Trainmasters

W. S. FORD, Terminal .... El Paso, Texas
C. L. ZWICK .... Lordsburg, N. M.
MAX FIELDER .... Globe, Arizona
C. B. EIFORT .... Douglas, Arizona

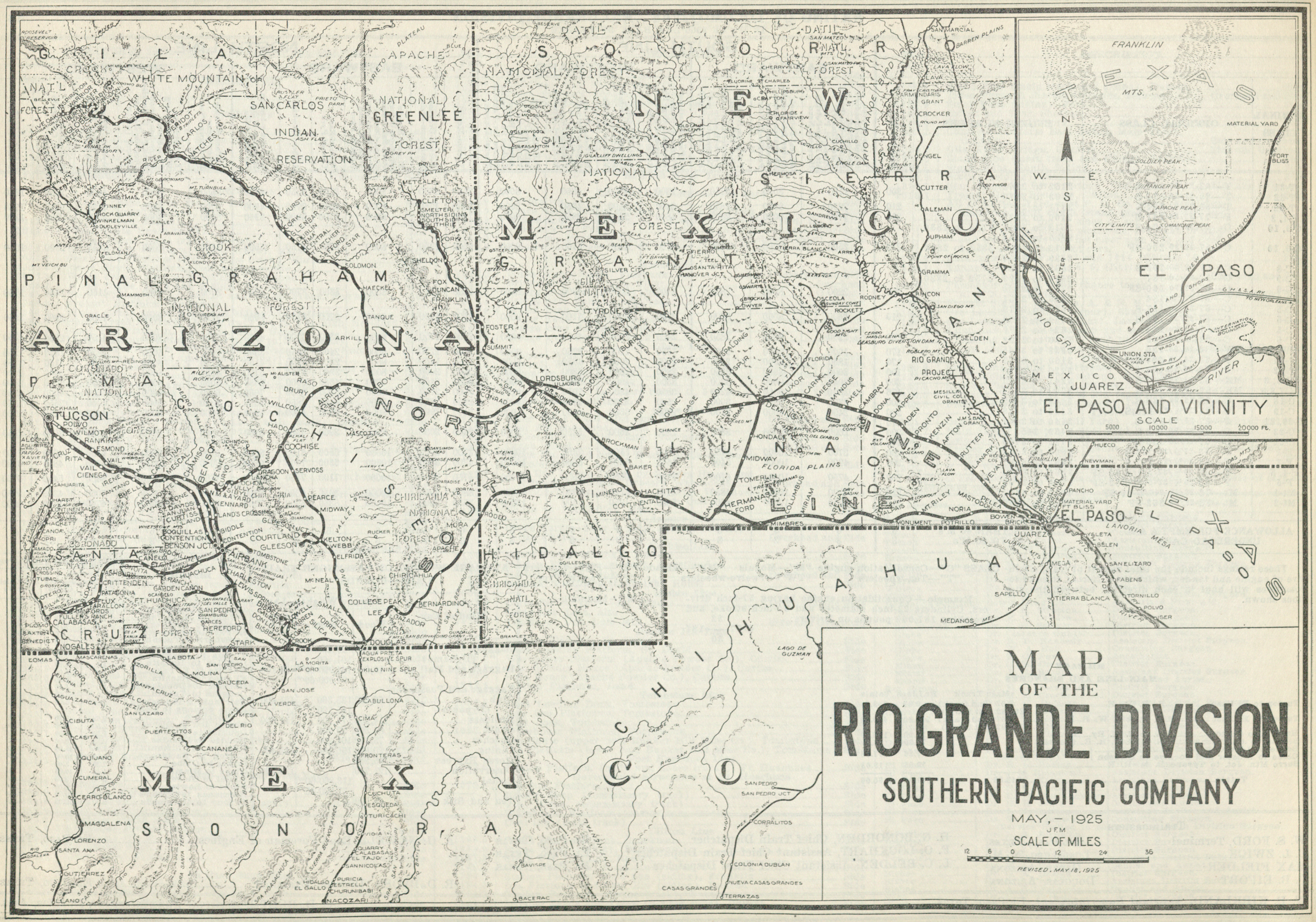
H. G. BONORDEN, Chief Train Dispatcher .... El Paso, Texas
F. O. LOCKHART, Assistant Chief Train Dispatcher .... El Paso, Texas
L. C. BELDEN, Assistant Chief Train Dispatcher .... El Paso, Texas

A. G. NEWELL, Road Foreman of Engines .... El Paso, Texas

R. D. BLOSS, Division Examiner .... El Paso, Texas

W. B. KIRKLAND, *Assistant Superintendent*, El Paso, Texas

C. D. BEETH, *Assistant Superintendent*, Douglas, Ariz.


ARIZONA
NEW MEXICO
TEXAS
MEXICO
SONORA
CHIHUAHUA
GILA
PINAL
GRAHAM
GREENLEE
PIMA
COCHISE
SANTA CRUZ
SOCORRO
SIERRA
GRANT
LUNA
DONA ANA
HIDALGO
EL PASO
WHITE MOUNTAIN
SAN CARLOS INDIAN RESERVATION
PRIETO APACHE
CROOK NATIONAL FOREST
DATIL NATIONAL FOREST
GILA NATIONAL FOREST
CORONADO NATIONAL FOREST
CHIRICAHUA NATIONAL FOREST
NORTH LINE
SOUTH LINE
TUCSON
BENSON
COCHISE
DOUGLAS
NOGALES
LORDSBURG
DEMING
HACHITA
EL PASO
JUAREZ
SAN MARCIAL
RINCON
LAS CRUCES
CLIFTON
SILVER CITY
TOMBSTONE
BISBEE
AGUA PRIETA
NACOZARI
CANANEA
CASAS GRANDES
LAGO DE GUZMAN
RIO GRANDE
EL PASO AND VICINITY
FRANKLIN MTS.
FORT BLISS
UNION STA
RIO GRANDE RIVER
MEXICO
JUAREZ
EL PASO
N
S
E
W
SCALE
0
5000
10000
15000
20000 Ft.

MAP OF THE RIO GRANDE DIVISION

SOUTHERN PACIFIC COMPANY

MAY, - 1925

J.F.M.

SCALE OF MILES

12 6 0 12 24 36

REVISED, MAY 18, 1925